

Table 1. Hotel Subtypes by Time Period.

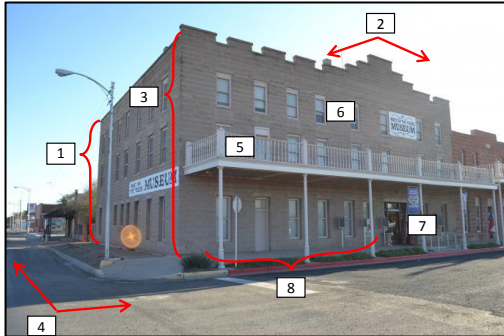

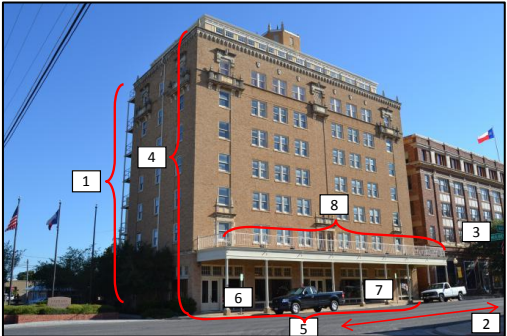


|        | County Roads and the Good Roads Movement:<br>1880–1916  | Initiation of the Highway System: 1917–1932   |   | Depression, Mobilization, and War: 1933–1944  | Postwar Road Expansion: 1945–1956  | Effects of the Interstate Highway System: 1957–1980 |
|--------|---|---|---|---|--|---|
| Hotels |  <p><i>Orient Hotel, 120 E. 1st Street, Pecos, Reeves County, constructed in 1907. Distinctive features include multi-story massing, masonry construction, corner location near railroad, and two distinct zones of use/function.</i></p> <p>Character-defining Features:</p> <ol style="list-style-type: none"><li>Two-Part Commercial Block form, similar to typical commercial architectural form of the period.</li><li>Decorative parapet obscures what is presumed to be a flat roof; parapet often a visual element that is used to catch the attention of travelers and passersby.</li><li>Load-bearing masonry construction; in this case, cast concrete construction.</li><li>Front façade faces onto railroad that extended through the city. The later development of the Bankhead Highway crossed the railroad tracks at the same intersection, making this the most important intersection within the community.</li><li>One-story canopy divides the pedestrian/public zone from the guest rooms and lodging; in this example, the canopy has a balcony with railing.</li><li>Double-hung, wood sash windows.</li><li>Primary entrance on front façade including distinctive architectural details.</li><li>Fenestration pattern with a consistent rhythm. (This example was constructed in two stages, and the fenestration pattern reveals this phased physical evolution.)</li></ol> |  <p><i>Hotel El Capitan, 100 W. Broadway Street, Van Horn, Culberson County, constructed in 1930. Distinctive features include the two- to three-story form; the sophisticated design by professional architects; and in-house amenities such as restaurant or dining area, a formal lobby, retail store(s), courtyard, and nearby parking facilities.</i></p> <p>Character-defining Features:</p> <ol style="list-style-type: none"><li>Two-Part Commercial Block form; however, courtyard breaks the horizontal rhythm and uniform plane that typified commercial architecture from the pre-automobile era.</li><li>Fronts onto highway and caters primarily to motorists, in contrast to hotels of the pre-automobile era that were located near railroad depots.</li><li>Located at the fringe of the historic business district where land was less densely developed, but still within walking distance of downtown.</li><li>Retail space on ground level front.</li><li>Lighted signage on top, visible to drivers from a distance at night.</li><li>More stylistic ornamentation, often reflecting design by a professional architect.</li><li>Other amenities, such as air conditioning, in-house dining, and even courtyard (as seen in this example) to attract weary travelers.</li></ol> |  <p><i>Connellee Hotel, 209 Main Street, Eastland, Eastland County, constructed in 1928. Distinctive features include the multi-story form, design by a professional architect, high-style architectural ornamentation, expansive lobby with grand scale and ornamentation, and prominent stature that can be seen from a distance.</i></p> <p>Character-defining Features:</p> <ol style="list-style-type: none"><li>Two- or Three-Part Vertical Block form. Although not present in this example, some examples have a two- to three-story plinth supporting a central high-rise tower.</li><li>Typically fronts directly onto highway that is accessible to and caters primarily to motorists.</li><li>Located within the center of the historic downtown, often on a large parcel formerly occupied by older commercial buildings within the old business district.</li><li>Steel-frame construction with masonry exterior finish. Brick is the most common finish but stucco, terra cotta, and cast stone are other popular exterior materials.</li><li>Stylistic ornamentation typically present on ground level and on top floor, cornice or parapet.</li><li>Prominent entrance on front façade.</li><li>Retail space on ground level front, often with large fixed display windows.</li><li>Canopy along the ground level that divides the public from lodging.</li></ol> |  <p><i>Hotel at 230 N. Mesa Street, El Paso, El Paso County, constructed in 1938. Distinctive features include the two-part commercial block form, café at the ground floor, and metal casement windows. Stylistic influence and level of detail vary widely within this time period; some examples like this one have limited detail, while others may be high-style. Note that the façade of this example has experienced extensive alteration on the ground floor level.</i></p> <p>Character-defining Features:</p> <ol style="list-style-type: none"><li>Two-Part Commercial Block form, although many other examples use the Two- or Three-Part Vertical Block form.</li><li>Typically fronts directly onto highway that is accessible to and caters primarily to motorists.</li><li>Located within the center of the historic downtown.</li><li>Steel-frame construction with masonry exterior finish. Brick is the most common finish but stucco, terra cotta, and cast stone are other popular exterior materials.</li><li>Metal-frame windows, typically operable.</li><li>Retail space on ground level front, often with large fixed display windows.</li></ol> |  <p><i>Statler Hilton, 1914 Commerce Street, Dallas, Dallas County, constructed in 1956. Distinctive features include the high-rise building form, integrated parking garage, and International Style architectural features such as the ribbon windows that wrap around the corners and cantilevered canopies at the ground level. In this era, hotels were built both along interstate highways at the edge of town and in downtowns seeking revitalization – like this one.</i></p> <p>Character-defining Features:</p> <ol style="list-style-type: none"><li>Two- or Three-Part Vertical Block form.</li><li>Typically fronts directly onto highway that is accessible to and caters primarily to motorists.</li><li>Located within the center of the historic downtown, often on a large parcel formerly occupied by older commercial buildings within the old business district.</li><li>Steel or concrete construction, with steel, concrete, and glass at exterior.</li><li>Modern or International Style detailing at ground level.</li><li>Integrated auto-oriented features, like parking garages. Although not seen on this example, a drive-through canopy or <i>porte cochere</i> often is present.</li></ol> |   |

Table 2. Campsite Subtypes by Time Period.

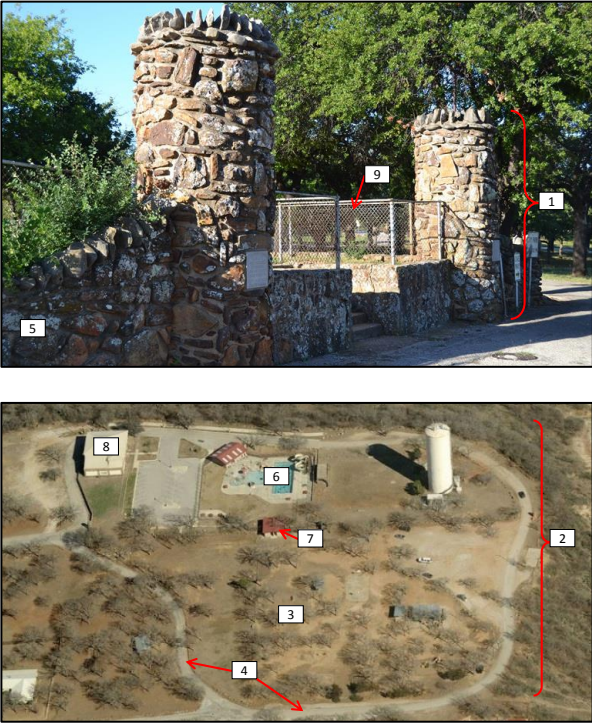
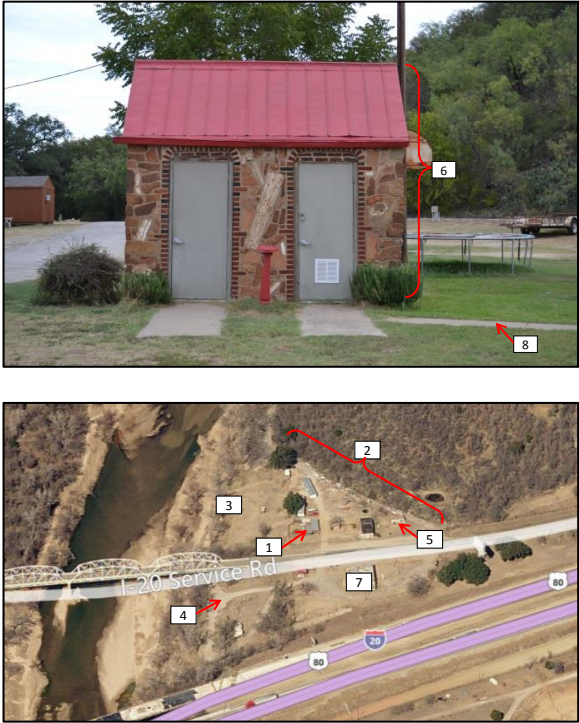
|           | County Roads and the Good Roads Movement: 1880–1916 | Initiation of the Highway System: 1917–1932   | Depression, Mobilization, and War: 1933–1944   | Postwar Road Expansion: 1945–1956 | Effects of the Interstate Highway System: 1957–1980 |
|-----------|---|---|--|-----------------------------------|---|
| Campsites |   | <div><p><i>City and Tourist Park, Neblett Street, Eastland, Eastland County, constructed in 1925. Distinctive features include the rubble masonry walls, picnic tables, and restroom buildings. Note that the park no longer is used for camping.</i></p><p>Character-defining Features:</p><ol style="list-style-type: none"><li>Entrance gate or signage with distinctive physical features and detailing, in this case two towers constructed of rubble masonry.</li><li>Situated on the outskirts of the town at the time of construction; occupies a picturesque setting at the crest of a hill.</li><li>Largely open landscaped public area, typically with manicured lawn and trees for shade.</li><li>Internal circulation system of roads and paths leading to/from main entrance gate.</li><li>Low stone wall surrounds the perimeter.</li><li>Parking area located near amenities.</li><li>Public restrooms strategically located between the amenities, parking lot, and open landscaped public area.</li><li>Other amenities include a community hall near the main parking lot and picnic tables spread throughout the landscaped public area.</li><li>Other landscape features such as terracing, sidewalks, and fences.</li></ol></div> | <div><p><i>Brazos River Park and RV Park, IH 20 at the Brazos River, Vicinity of Millsap, Palo Pinto County, constructed ca. 1935. This example of a private campground features a permanent office building, stone restrooms, and a gas station and café, all arranged along the scenic bank of the Brazos River.</i></p><p>Character-defining Features:</p><ol style="list-style-type: none"><li>Permanent office building marks the main entrance to the site.</li><li>Situated in a rural location, this park occupies a picturesque setting overlooking the adjacent river.</li><li>Largely open landscaped public area in the optimal area, in this case closest to the river bank.</li><li>Internal circulation system of roads leading to/from the main entry.</li><li>Individual campsites and adjacent parking spots.</li><li>Public restrooms, in this case constructed of stone.</li><li>Other amenities include a gas station and café for use by traveling motorists and park guests.</li><li>Other landscape features such as terracing and sidewalks.</li></ol></div> |                                   |   |

Table 3. Tourist Court Subtype by Time Period.

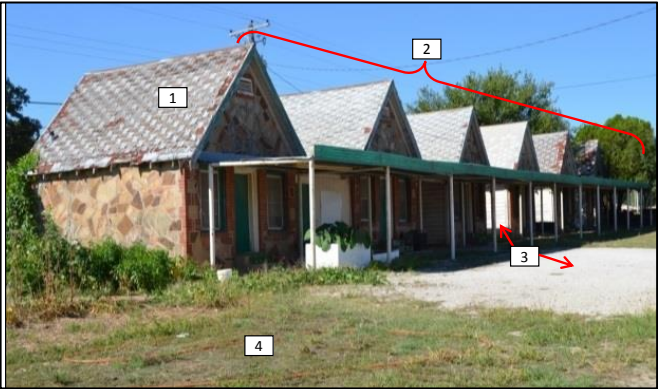
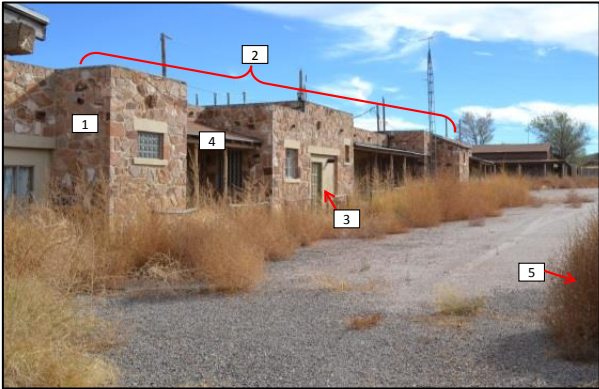

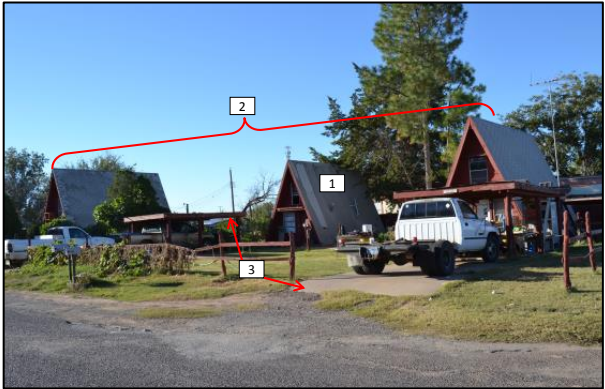
|                | County Roads and the Good Roads Movement: 1880–1916 | Initiation of the Highway System: 1917–1932   | Depression, Mobilization, and War: 1933–1944  | Postwar Road Expansion: 1945–1956   | Effects of the Interstate Highway System: 1957–1980  |
|----------------|---|---|---|---|--|
| Tourist Courts |   | <div></div> <p>Example of a tourist court, W. Commerce Street/W. Main Street, Eastland, Eastland County, constructed ca. 1930. These detached stone cabins feature carports between each unit, some of which have been enclosed with wood siding.</p> <p>Character-defining Features:</p> <ol style="list-style-type: none"><li>1. Detached cabins with steeply pitched gable roofs and stone siding.</li><li>2. Cabins arranged in a linear pattern to maintain visibility from the road.</li><li>3. Carports integrated into the spaces between buildings, and other adjacent parking areas are also present.</li><li>4. Landscaped outdoor public space.</li><li>5. A secondary building, located separately from the semi-detached buildings, houses the office (not visible in picture).</li></ol> | <div></div> <p>Tourist court at 307 El Paso Street, Sierra Blanca, Hudspeth County, constructed in 1939. Distinctive features include the semi-detached units, fieldstone masonry, and flat roofs. Note that some original garage door openings have been partially enclosed.</p> <p>Character-defining Features:</p> <ol style="list-style-type: none"><li>1. Semi-detached units with flat roofs and fieldstone masonry siding.</li><li>2. Units face each other and are arranged in two-bar shape for maximum privacy while maintaining visibility from the road.</li><li>3. Garages constructed in between individual units (enclosed in this example).</li><li>4. Each unit exhibits a wooden canopy covering the main entry.</li><li>5. Landscaped outdoor public space, originally planted with trees, in the center of the driveway separates each row of units.</li><li>6. Two secondary buildings, used as an office and a café, are located at each end of the units and face the street (not visible).</li></ol> | <div></div> <p>Tourist court at 7087 Alameda Avenue, El Paso, El Paso County, constructed in 1948. Distinctive features include the Minimal Traditional Style and metal casement windows, applied to the earlier pattern of semi-detached cabins.</p> <p>Character-defining Features:</p> <ol style="list-style-type: none"><li>1. Semi-detached cabins with gable roofs and stucco cladding.</li><li>2. Minimal Traditional stylistic influences with metal casement windows.</li><li>3. Cabins arranged in a linear pattern utilize maximum amount of parcel space and maintain visibility from the road.</li><li>4. Parking spaces located in front of cabins.</li><li>5. Landscaped outdoor public space (not visible).</li><li>6. Secondary buildings with offices, cafes, gas stations, and other roadside amenities (no longer extant).</li></ol> | <div></div> <p>Tourist court located at 3508 S. CR 1307 ½ in the vicinity of Odessa, Midland County, constructed ca. 1970. The A-frame form is indicative of the time period, but the spatial arrangement of detached cabins with carports between follows patterns established by earlier tourist courts.</p> <p>Character-defining Features:</p> <ol style="list-style-type: none"><li>1. Detached A-frame cabins with wood cladding.</li><li>2. Cabins arranged in a linear pattern along a private drive to maximize visibility from the road while maintaining privacy.</li><li>3. Carports are located between cabins, and additional parking is located in private drives at the entrance to each cabin.</li><li>4. Landscaped outdoor public space (not visible).</li><li>5. Secondary building, used as an office, located at entrance to private drive (not visible).</li></ol> |

Table 4. Trailer Park Subtypes by Time Period.






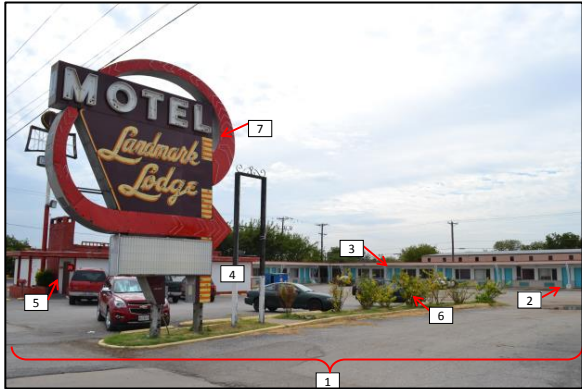
|               | County Roads and the Good Roads Movement: 1880–1916 | Initiation of the Highway System: 1917–1932 | Depression, Mobilization, and War: 1933–1944 | Postwar Road Expansion: 1945–1956  | Effects of the Interstate Highway System: 1957–1980  |
|---------------|---|---|--|--|--|
| Trailer Parks |   |   |  | <div><p>Traylor Park, El Paso Street, Sierra Blanca, Hudspeth County, constructed ca. 1950 (subsequently altered). Distinctive features include the low stone walls and the adjoining restaurant. Because the associated restaurant has been altered extensively, this example is no longer recommended to be eligible for the NRHP.</p><p>Character-defining Features</p><ol style="list-style-type: none"><li>1. A large asphalt-paved lot with parking spaces for trailers.</li><li>2. A detached building for sanitary facilities (not visible in photo).</li><li>3. Individual utility hook-ups.</li><li>4. Permanent clubhouse or restaurant present on premises.</li><li>5. Low stone walls delineate park boundaries.</li></ol></div> | <div><p>Lake Breeze Trailer Park, 826 S. 11th Street, Abilene, Taylor County, constructed ca. 1960. Although the trailers have changed with time, the sign, circulation pattern, and landscaping patterns date to the 1960s. This example provides the best, most intact representation of a typical trailer park documented along the Bankhead Highway and, as a result, is recommended to be eligible for the NRHP.</p><p>Character-defining Features</p><ol style="list-style-type: none"><li>1. A circular drive with designated parking spaces for trailers along the perimeter.</li><li>2. A detached building for sanitary facilities (not visible in photo).</li><li>3. Individual utility hook-ups.</li><li>4. Permanent office located at entrance to park (not visible in photo).</li><li>5. A large sign located at the park entrance, designed to draw in the traveling public.</li></ol></div> |

Table 5. Motel Subtypes by Time Period.

|        | County Roads and the Good Roads Movement: 1880–1916 | Initiation of the Highway System: 1917–1932   | Depression, Mobilization, and War: 1933–1944   | Postwar Road Expansion: 1945–1956  | Effects of the Interstate Highway System: 1957–1980  |
|--------|---|---|--|--|--|
| Motels |   | <div></div> <p><i>The Stagecoach Motel, historically the Red Mill Court Motel, 4110 Alameda Avenue, El Paso, El Paso County, constructed ca. 1924. Distinctive features include the Mission Revival architectural style and adjoining café.</i></p> <p>Character-defining Features</p> <ol style="list-style-type: none"><li>1. A site plan that arranges linear, narrow one- and two-story blocks of rooms in a U-shape around a parking lot and centrally located office (not visible in photo).</li><li>2. Stucco cladding and flat roofs with parapets.</li><li>3. An associated building housing an office located in center of parcel.</li><li>4. Regional themes and styles, in this case Mission Revival, were reflected in the motel's construction.</li><li>5. Freestanding signs with bold, bridge designs, often reflective of the motel's theme/style.</li></ol> | <div></div> <p><i>The El Camino Motel, El Paso Street, Sierra Blanca, Hudspeth County, constructed ca. 1935. The linear blocks of rooms wrap around a central building that historically served as an office and gas station.</i></p> <p>Character-defining Features</p> <ol style="list-style-type: none"><li>1. A site plan that arranges linear, narrow one-story block of rooms in an L-shape around a parking lot and centrally located office.</li><li>2. Outer walkways servicing rooms.</li><li>3. Long porches/balconies covered with red Spanish tile.</li><li>4. Stucco cladding and flat roofs with red Spanish tile.</li><li>5. An associated building housing an office and a gas station located in center of parcel.</li><li>6. Regional themes and styles, in this case Mission Revival, were reflected in the motel's construction.</li><li>7. Freestanding signs with bold, bridge designs, often reflective of the motel's theme/style.</li></ol> | <div></div> <p><i>Historically known as the Desert Inn Motel, intersection of Bankhead Highway and W. Wall Street, Midland, Midland County, constructed ca. 1950. Distinctive features include the one-story motel rooms wrapping around the two-story office, as well as the International Style architectural influences.</i></p> <p>Character-defining Features</p> <ol style="list-style-type: none"><li>1. A site plan that arranges linear, narrow one-story block of rooms in a U-shape around a parking lot and central courtyard with centrally located office.</li><li>2. Outer walkways servicing rooms.</li><li>3. Long porches/balconies with flat roofs.</li><li>4. Stucco and stone clad buildings with flat roofs.</li><li>5. An associated building housing an office located in center of parcel.</li><li>6. Regional themes and styles, in this case International Style, were reflected in the motel's construction.</li><li>7. A swimming pool present behind the office building in the courtyard (not visible in photo).</li><li>8. Freestanding signs with bold, bridge designs, often reflective of the motel's theme/style. (Sign here not original.)</li></ol> | <div></div> <p><i>The Landmark Lodge Motel, 7501 Camp Bowie Boulevard West, Fort Worth, Tarrant County, constructed ca. 1965. Distinctive features include the dynamic sign, linear block of one-story rooms, and detached roadhouse.</i></p> <p>Character-defining Features</p> <ol style="list-style-type: none"><li>1. A site plan that arranges linear, narrow one-story block of rooms in a U-shape around a parking lot and central courtyard.</li><li>2. Outer walkways servicing rooms.</li><li>3. Long porches/balconies with flat roofs.</li><li>4. Stucco and brick clad buildings with flat roofs.</li><li>5. Two associated buildings were located at the end of each block of rooms and housed an office and a dining establishment (only the dining establishment is visible in this photo).</li><li>6. A swimming pool present in the center of the courtyard.</li><li>7. Freestanding signs with bold, bridge designs.</li></ol> |

**Table 6. Time Periods with Motel Company Affiliations.** (Note that corporate chain hotels did not become widespread until the 1960s, unlike gas stations, which were corporatized as early as the 1920s.)







|           | Ramada  | Travel Lodge   | Holiday Inn   | Sheraton   | Imperial 400  |
|-----------|---|--|---|--|---|
| 1880–1916 |   |  |   |  |   |
| 1917–1932 |   |  |   |  |   |
| 1933–1944 |   |  |   |  |   |
| 1945–1956 |   |  |   |  |   |
| 1957–1980 | <div><p>Ramada Inn, 1000 W. Main Street, Grand Prairie, Dallas County, constructed ca. 1965. Distinctive features include the Colonial Revival influences, brick veneer, gabled roof, and pediment over the porte cochere.</p><p>Historic postcard of the Ramada in Grand Prairie. Source: The Pie Shops Collection, Flickr, <a href="http://www.flickr.com/photos/hollywoodplace/8086961239/sizes/m/in/set-72157625417400605/">http://www.flickr.com/photos/hollywoodplace/8086961239/sizes/m/in/set-72157625417400605/</a> (accessed November 2013).</p></div> | <div><p>Travelodge Motel, 1000 E. 3rd Street, Pecos, Reeves County, constructed ca. 1965. Distinctive features include the L-shaped plan flat roof or low-sloped hipped roof.</p><p>Historic postcard of the Travelodge in Pecos. Source: Ebay, <a href="http://www.ebay.com/itm/Pecos-TX-The-Pecos-Travelodge-Motel-Postcard-Texas-/231083878650">http://www.ebay.com/itm/Pecos-TX-The-Pecos-Travelodge-Motel-Postcard-Texas-/231083878650</a> (accessed November 2013).</p></div> | <div><p>Holiday Inn, 500 NW Georgia Avenue, Sweetwater, Nolan County, constructed ca. 1969. Note that this example has extensive alterations, including stucco veneer over the original brick and a new hip-roofed porte cochere replacing the original flat-roofed version.</p><p>Historic postcard of the Holiday Inn in Sweetwater in 1969. Source: Roadsidepictures, Flickr, <a href="http://www.flickr.com/photos/roadsidepictures/2913333026/">http://www.flickr.com/photos/roadsidepictures/2913333026/</a> (accessed February 27, 2014).</p></div> | <div><p>El Paso Manor/Sheraton, 4151 N. Mesa Street, El Paso, El Paso County, constructed ca. 1963. Distinctive features include the fieldstone veneer, blue spandrels, and swimming pool.</p><p>Historic postcard of the El Paso Sheraton. Source: Jordan Smith, Flickr, <a href="http://www.flickr.com/photos/hollywoodplace/with/4900089564">http://www.flickr.com/photos/hollywoodplace/with/4900089564</a> (accessed December 17, 2013).</p></div> | <div><p>Imperial 400 Motel, 221 W. 2nd Street, Odessa, Ector County, constructed ca. 1965. Distinctive features include the airplane roof form and the bris de soleil shading the large windows to the lobby.</p><p>Historic postcard of the Odessa Imperial 400. Source: Ebay, <a href="http://www.ebay.com/itm/Imperial-400-Motel-Odessa-Texas-TX-Postcard-/251009186694">http://www.ebay.com/itm/Imperial-400-Motel-Odessa-Texas-TX-Postcard-/251009186694</a> (accessed November 2013)</p></div> |

Table 7. Restaurant Subtypes by Time Period.

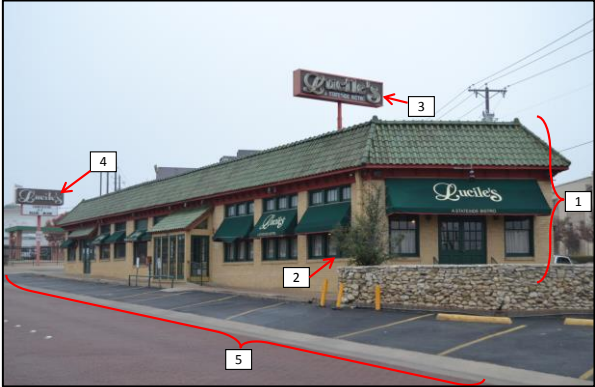
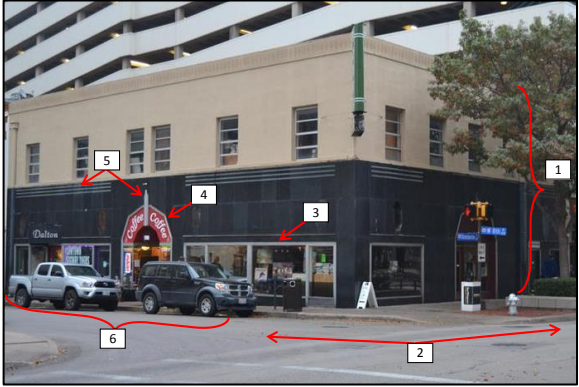
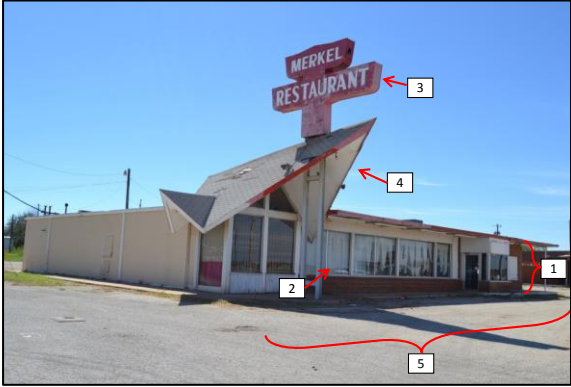
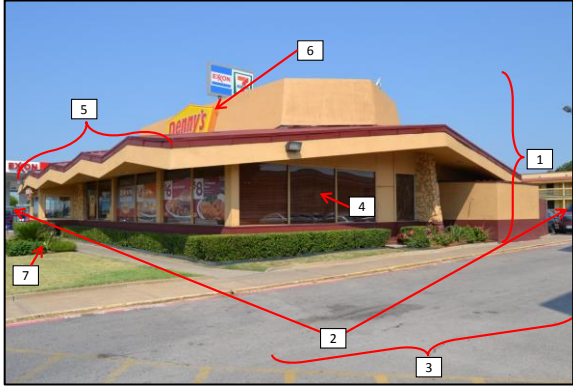
|             | County Roads and the Good Roads Movement: 1880–1916 | Initiation of the Highway System: 1917–1932  | Depression, Mobilization, and War: 1933–1944   | Postwar Road Expansion: 1945–1956  | Effects of the Interstate Highway System: 1957–1980  |
|-------------|---|--|--|--|--|
| Restaurants |   | <div></div> <p><i>Lucille's Restaurant (previously Steve's Restaurant, Renfro's Triangle Cafe, Steve's Triangle Good Food, Duncan's Cafeteria, Finley's Cafeteria, and Black-Eyed Pea), 4700 Camp Bowie Boulevard, Fort Worth, Tarrant County, constructed 1927.</i></p> <p>Character-defining Features:</p> <ol style="list-style-type: none"><li>1. One-part commercial block building form fills most of lot.</li><li>2. Prominent windows providing visibility between dining area and roadway.</li><li>3. Signage on building/roofline.</li><li>4. Signage adjacent to the road.</li><li>5. Limited parking in front of building.</li></ol> | <div></div> <p><i>Restaurant at 213 W. 8th Street, Fort Worth, Tarrant County, constructed ca. 1935. Note that during this transitional time period, restaurants continued to be constructed using traditional commercial block forms in downtown locations as shown in this example (as they continue to do today). At the same time, some early examples of the commercial box form also began to emerge, although that form was not widely popularized until the postwar time period. (See the photograph of Merkel Restaurant to the right.)</i></p> <p>Character-defining Features:</p> <ol style="list-style-type: none"><li>1. Two-part commercial block building form, fills entire lot.</li><li>2. Located downtown at a prominent intersection.</li><li>3. Prominent windows providing visibility between dining area and roadway.</li><li>4. Signage on building.</li><li>5. Art Deco architectural detailing representative of the time period.</li><li>6. Limited street parking in front of building.</li></ol> | <div></div> <p><i>Merkel Restaurant, 1405 N. 7th Street, Merkel, Taylor County, constructed ca. 1955. Note that this example is associated with an adjacent motel.</i></p> <p>Character-defining Features</p> <ol style="list-style-type: none"><li>1. Commercial box building form, set back from roadway.</li><li>2. Prominent windows providing visibility between dining area and roadway.</li><li>3. Signage on building/roofline.</li><li>4. Neo-expressionist architectural form to catch the eye of motorists.</li><li>5. Ample surface parking in front of building.</li></ol> | <div></div> <p><i>Denny's Restaurant, 8233 E. R. L. Thornton Freeway, Dallas, Dallas County, constructed 1969. Note the use of a standardized corporate design, which became more common during this time period.</i></p> <p>Character-defining Features:</p> <ol style="list-style-type: none"><li>1. Commercial box building form, set back from roadway.</li><li>2. Strategic location abutting highway. Some examples, like this one, may be located near a motel and/or gas station catering to motorists.</li><li>3. Ample parking available for patrons.</li><li>4. Prominent windows providing visibility between dining area and roadway.</li><li>5. Neo-expressive architecture that attracts motorists and provides a visual cue to front entrance.</li><li>6. Signage on building/roofline.</li><li>7. Signage adjacent to the road.</li><li>8. Landscaping in front to present a more residential character.</li></ol> |

Table 8. Typology of Gas Station Forms by Time Period. Source: W. Dwayne Jones, A Field Guide to Gas Stations in Texas. Photos by HHM.




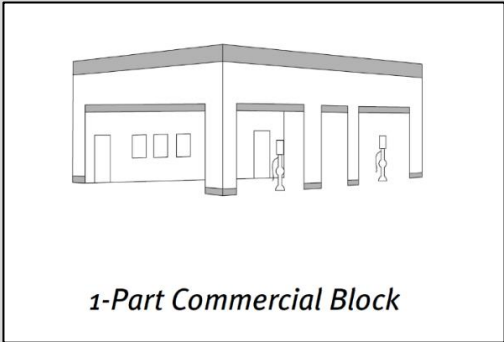





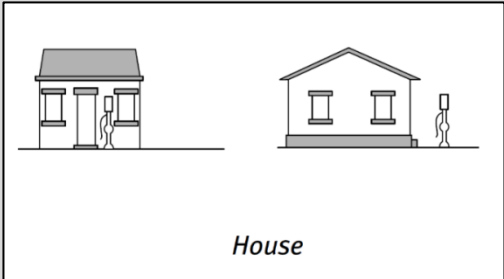
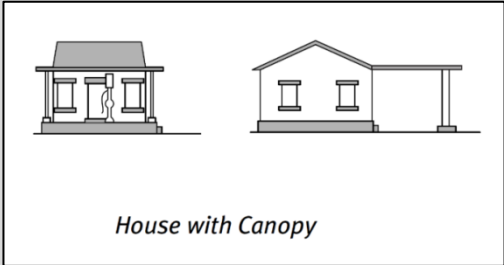
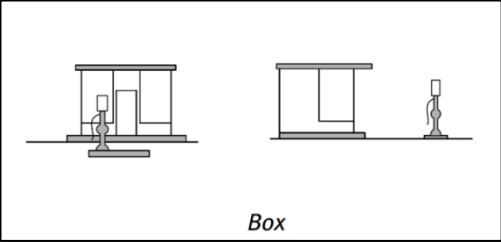
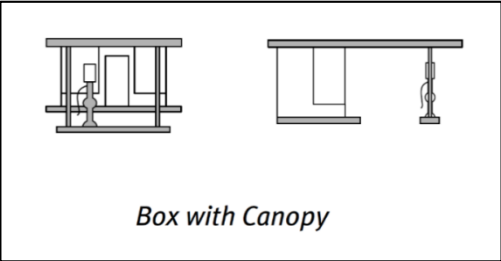




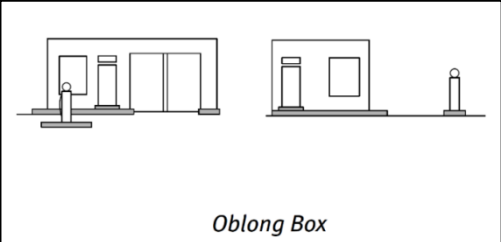
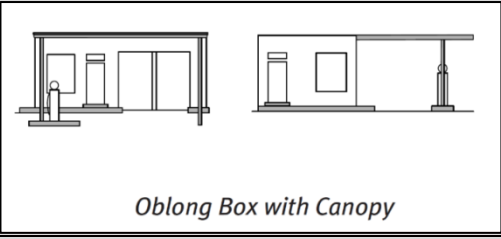



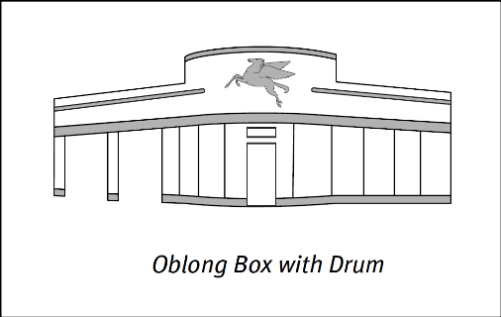

| County Roads and the Good Roads Movement: 1880–1916  |  | Initiation of the Highway System: 1917–1932  | Depression, Mobilization, and War: 1933–1944  | Postwar Road Expansion: 1945–1956   | Effects of the Interstate Highway System: 1957–1980  |
|--|--|--|---|---|--|
| One- or Two-part Commercial Block  |  |  <p>902 N. First Street, Merkel, Taylor County, constructed ca. 1910.</p>            |  <p>307 US 180 East, Breckenridge, Stephens County, constructed ca. 1935. Indicated to be a gas station on Sanborn Maps.</p> |   |  <p>1201 W. Davis Street, Dallas, Dallas County, constructed ca. 1960.</p>          |
|  <p>1-Part Commercial Block</p>  <p>2-Part Commercial Block</p> |  |  |   |   |  |
| House and House with Canopy  |  |  <p>590 E. Walker Street, Breckenridge, Stephens County, constructed ca. 1920.</p> |  <p>2331 Myrtle Avenue, El Paso, El Paso County, constructed in 1937.</p>  |  <p>117 E. 4th Street, Baird, Callahan County, constructed ca. 1945.</p> |  <p>2502 W. Division Street, Arlington, Tarrant County, constructed ca. 1970.</p> |
|  <p>House</p>  <p>House with Canopy</p>                      |  |  |   |   |  |

Table 8. Typology of Gas Station Forms by Time Period. Source: W. Dwayne Jones, A Field Guide to Gas Stations in Texas. Photos by HHM.

|   | County Roads and the Good Roads Movement: 1880–1916 | Initiation of the Highway System: 1917–1932   | Depression, Mobilization, and War: 1933–1944   | Postwar Road Expansion: 1945–1956   | Effects of the Interstate Highway System: 1957–1980   |
|---|---|---|--|---|---|
| <div>Box and Box with Canopy</div> <div><p>Box</p><p>Box with Canopy</p></div>                                |   | <div><p>201 Holbrook Street, Mount Vernon, Franklin County, constructed ca. 1920.</p></div> | <div><p>El Paso Street, Sierra Blanca, Hudspeth County, constructed ca. 1935.</p></div> | <div><p>601 Oak Street, Palo Pinto, Palo Pinto County, constructed ca. 1945.</p></div> | <div><p>1924 E. Division Street, Arlington, Tarrant County, constructed in 1963.</p></div> |
| <div>Oblong Box and Oblong Box with Canopy</div> <div><p>Oblong Box</p><p>Oblong Box with Canopy</p></div> |   |   | <div><p>432 Broadway Avenue, Maud, Bowie County, constructed ca. 1940.</p></div>       | <div><p>404 W. 7th Street, Texarkana, Bowie County, constructed ca. 1955.</p></div>   | <div><p>620 E. 2nd Street, Odessa, Ector County, constructed ca. 1960.</p></div>          |
| <div>Oblong Box with Drum</div> <div><p>Oblong Box with Drum</p></div>   |   |   | <div><p>5660 Alameda Avenue, El Paso, El Paso County, constructed ca. 1940.</p></div> |   |   |

**Table 8. Typology of Gas Station Forms by Time Period.** *Source: W. Dwayne Jones, A Field Guide to Gas Stations in Texas. Photos by HHM.*

|  | County Roads and the Good Roads Movement: 1880–1916 | Initiation of the Highway System: 1917–1932 | Depression, Mobilization, and War: 1933–1944 | Postwar Road Expansion: 1945–1956 | Effects of the Interstate Highway System: 1957–1980 |
|--|---|---|--|-----------------------------------|---|
| Programmatic or Mimetic <div><p>Programmatic or Mimetic</p></div> |   |   |  |                                   |   |

Table 9. Gas Station Company Affiliations by Time Period.

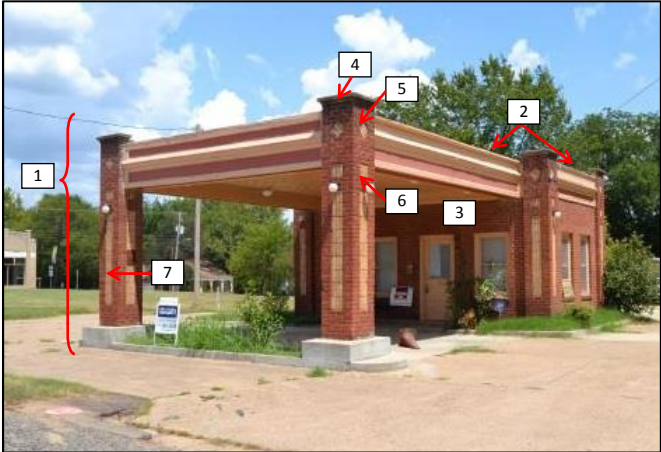
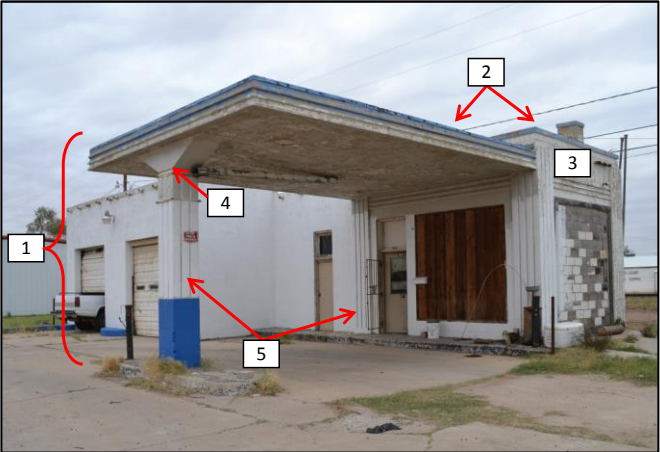
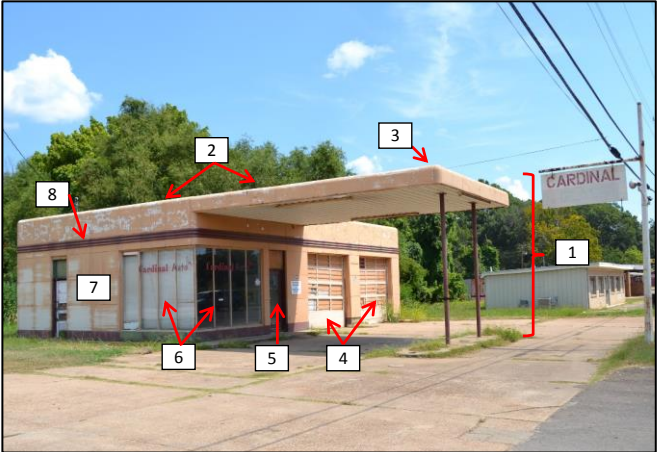

|      | Initiation of the Highway System: 1917–1932  | Depression, Mobilization, and War: 1933–1944  | Postwar Road Expansion: 1945–1956  | Effects of the Interstate Highway System: 1957–1980   |
|------|--|---|--|---|
| Gulf | <div><p>201 Holbrook Street, Mount Vernon, Franklin County. Distinguishing features: elaborate brickwork; elongated inset brick panels in columns, horizontal emphasis suggestive of Prairie School movement; Gulf introduced the “Sandbrick” design in 1917 and it remained popular throughout the 1920s.</p><p>Character-defining Features:</p><ol style="list-style-type: none"><li>Box with Canopy form with single-bay canopy and one-story, brick-faced office; typically with Prairie Style or Craftsman influences.<sup>i</sup></li><li>Flat roof over office and canopy.</li><li>Dark brown brick veneer.</li><li>Prominent brick piers at corners that extend upward beyond roof line.</li><li>Diamond-like brickwork detail near top of corner piers.</li><li>Square-shaped brickwork detail in corner piers.</li><li>Elongated vertical brickwork detail in corner piers.</li></ol></div> | <div><p>301 W. Sealy Avenue, Monahans, Ector County. Distinguishing features: central pier supporting the canopy and the three-ribbed bands on the pier and office.</p><p>Character-defining Features:</p><ol style="list-style-type: none"><li>Oblong Box with Canopy form with single-bay canopy and Art Deco influences.</li><li>Flat roof over building and canopy.</li><li>Stucco exterior finish.</li><li>Single column with integral triangular brackets supports canopy; a signature characteristic of this subtype.</li><li>Three-ribbed masonry detailing on front column and around window, door, and garage/service bay openings.</li></ol></div> | <div><p>432 Broadway Avenue, Maud, Bowie County. Distinguishing features: rounded corners on the office/garage and canopy, and the blue-colored ribbed band on the office/garage. Note: many contemporaneous examples of Gulf gas stations with similar physical features exist without attached canopies. They are classified in the Oblong Box subtype category but have many of the same attributes including the rounded corners, corner window bays, and blue-colored ribbed bands in the parapet.</p><p>Character-defining Features:</p><ol style="list-style-type: none"><li>Oblong Box with Canopy form with single-bay canopy and Moderne influences.</li><li>Flat roof over building and canopy; note that the canopy roof extends along the same plane as the roof over the office (contrast with canopies on Texaco gas stations later in this table).</li><li>Rounded corners on canopy and main body of building; a signature trait of this company type and a feature that distinguishes it from similar gas station forms of other companies, particularly Texaco (see Texaco gas stations later in this table).</li><li>Attached garage with one or two service bays.</li><li>Single front door with transom that is off center on office façade.</li><li>Corner of office with large display windows; composed of a series of single-light fixed windows with vertical metal frames.</li><li>Porcelain enamel panels exterior finish; note that the porcelain enamel in this example has been painted; typically, this material is white with a polished enamel finish.</li><li>Blue three-ribbed horizontal band across building below parapet; note that the bands in this example have been painted brown; no bands on canopy.</li></ol></div> | <div><p>1609 E. 3rd Street, Big Spring, Howard County. Distinguishing features: orange trim and inward sloping trim along the eaves.</p><p>Character-defining Features:</p><ol style="list-style-type: none"><li>Oblong Box with Canopy form with Modern or International stylistic influences.</li><li>If present, a flat-roofed canopy rests on two metal poles and extends from the oblong box over the office and display area; sometimes the canopy is extended to provide two pumping islands to service more cars, as is seen in the above example.</li><li>A two-bay garage.</li><li>Office/sales space with large display windows at corner; some stations featured a corner door entrance to the display area.</li><li>Large porcelain enamel panels on exterior.</li><li>Multi-light glazed overhead service doors (this example exhibits replacement doors).</li><li>Orange-colored trim around the roofline identifies this as a Gulf station, which is a signature trait of Gulf gas stations of the period; note the absence of the three-ribbed banding, which was a distinctive element from previous decades.</li><li>Inward sloping eaves on canopy and office/garage.<sup>ii</sup></li></ol></div> |

Table 9. Gas Station Company Affiliations by Time Period.

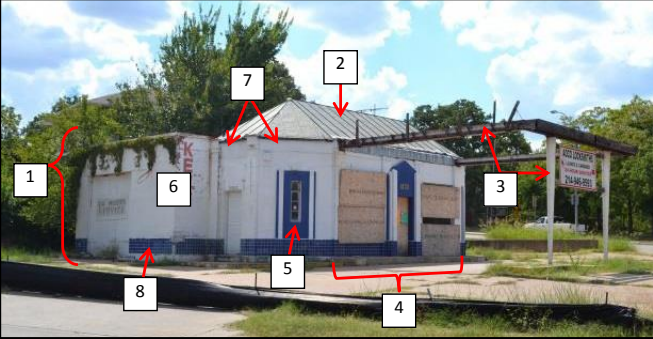



|                                     | Initiation of the Highway System: 1917–1932 | Depression, Mobilization, and War: 1933–1944  | Postwar Road Expansion: 1945–1956  | Effects of the Interstate Highway System: 1957–1980   |
|-------------------------------------|---|---|--|---|
| Humble<br>(Esso/<br>Enco/<br>Exxon) |   | <div><p>1030 Zang Boulevard, Dallas, Dallas County. Distinguishing features: octagonal footprint, eight-sided hipped roof, and elaborate tilework; a similar version has a steeply pitched hipped roof; design attributed to Houston architect John F. Staub. Note: this example has been modified extensively (rear addition and partial removal of canopy), but it retains many of the qualities that identify it as an example of this subtype.</p><p>Character-defining Features</p><ol style="list-style-type: none"><li>1. House with Canopy form with Art Deco stylistic influences.</li><li>2. One-story office with rectangular or octagonal building footprint and hipped roof; elongated plane parallel to street creates a more horizontal effect.</li><li>3. Flat-roofed canopy extends from office; typically with large square columns that anchor street side of canopy (note that in this example the historic canopy and columns have been removed, but photos show that these elements are common to this subtype).</li><li>4. Symmetrical three-bay façade with centrally placed single doorway and large display windows on either side.</li><li>5. Window openings in angled bays.</li><li>6. Stucco exterior finish.</li><li>7. Band with geometric detailing just below the roof; indicative of Art Deco movement.</li><li>8. Decorative blue tilework around window and door openings and along foundation/base.<sup>iii</sup></li></ol></div> | <div><p>500 W. 3rd Street, Big Spring, Howard County. Distinguishing features: corner window bay with narrow fixed transoms, square-cornered canopy, and continuation of the canopy fascia onto the office building.</p><p>Character-defining Features:</p><ol style="list-style-type: none"><li>1. Oblong Box with Canopy form; elongated footprint with one-story sales/office and attached garage with service bays; Modern stylistic features characteristic of the postwar era.</li><li>2. If present, a flat-roofed canopy with sharp right-angled corners rests on two metal poles and extends from the oblong box over the office and display area.</li><li>3. Fascia profile on canopy extends along the exterior side wall of the office building.</li><li>4. Large display windows with band of short, narrow transoms dominate one corner of the building.</li><li>5. Multi-light glazed overhead service doors; up to four service bays may be present.<sup>iv</sup></li><li>6. Restrooms on side elevation opposite the attached garages.</li></ol></div> | <div><p>130 W. IH-30 Frontage Road East, Sulphur Springs, Hopkins County. Distinguishing features: inward sloping shed roof and inset corner porch.</p><p>Character-defining Features:</p><ol style="list-style-type: none"><li>1. Oblong Box form.</li><li>2. Two-part roof with shed roof over office and flat roof over garage/service bays.</li><li>3. Upward slope of shed roof is a signature feature of this distinctive form.</li><li>4. Inset porch/bay at corner.</li><li>5. Corner with large fixed-glass windows.</li><li>6. Broad wall space above garage/service bay openings where company motto of “Happy Motoring!” was displayed.</li><li>7. Multi-light overhead garage doors.</li><li>8. Detached canopy with inverted gable.</li></ol></div> <div><p>8602 Garland Road, Dallas, Dallas County. Distinguishing features: low pitched gabled roofs and exposed roof beams.</p><p>Character-defining Features:</p><ol style="list-style-type: none"><li>1. House with Canopy form with brick exterior walls; typically with a low profile and horizontal emphasis, which are characteristic of the Ranch Style.</li><li>2. One-story office with a low-pitch cross-gable roof.</li><li>3. One or two canopies extend from office roofline and feature a similar low-pitched gable roof.</li><li>4. Broad panel above the garage/service bay openings where company motto at the time “Happy Motoring!” was visible to motorists.</li><li>5. Fixed lights are often located in building’s gable ends.</li><li>6. Office features full-height display windows.<sup>v</sup></li><li>7. Large and prominent exposed beams in gable ends.</li></ol></div> |

Table 9. Gas Station Company Affiliations by Time Period.

|                     | Initiation of the Highway System: 1917–1932   | Depression, Mobilization, and War: 1933–1944  | Postwar Road Expansion: 1945–1956  | Effects of the Interstate Highway System: 1957–1980  |
|---------------------|---|---|--|--|
| Magnolia<br>(Mobil) |  <p>3400 Main Street, Dallas, Dallas County. Distinguishing features: hip-roofed canopy and broad brick columns with angled brickwork in the pedestals.</p> <p>Character-defining Features:</p> <ol style="list-style-type: none"><li>1. House with Canopy form with Craftsman stylistic features.</li><li>2. Hipped roof form, often with exposed rafter tails.</li><li>3. Brick columns with enlarged pedestal at base and a simple capital at top.</li><li>4. Load-bearing brick construction, although wood or local stone was sometimes used.</li><li>5. Display windows next to one or two single doors.</li><li>6. Decorative features such as brick quoins and contrasting colors or door and window lintels (not present on this example).<sup>vi</sup></li></ol> |  <p>US 180, Albany, Shackelford County. Distinguishing features: box form, stepped parapet, and angled brickwork in the column pedestals.</p> <p>Character-defining Features:</p> <ol style="list-style-type: none"><li>1. Oblong Box with Canopy form with brick exterior walls; modest Classical Revival stylistic influence.</li><li>2. Stepped parapet on front and side façades; flat roof over office and canopy.</li><li>3. Broad panel on fascia allowing space for business name to be advertised.</li><li>4. Brick columns with enlarged pedestal and chamfered brickwork at base and a simple capital at top.</li><li>5. Centered single door entrance with one large display window to one side and a smaller single pane window to other side.</li><li>6. Single door side entrance with decorative brickwork in lintel.</li><li>7. Decorative brick quoins at corner of office.</li></ol> |  <p>5660 Alameda Avenue, El Paso, El Paso County. Distinguishing features: drum-like extension/bay at the corner. Note: this building has been extensively altered yet retains the cylindrical wing that is a character-defining feature of this subtype.</p> <p>Character-defining Features:</p> <ol style="list-style-type: none"><li>1. Oblong Box with Drum form with Modern stylistic influences.</li><li>2. A one-story building with a large cylinder-like wing that extends from one of the building's front corners (in some examples, the cylinder rises approximately five to six feet above the building).</li><li>3. One or two service bays located on the side of the building (removed from this example).</li><li>4. A large set of rounded windows with a single door are typically within the rounded corner extension (removed here).</li><li>5. Rounded windows within the cylinder-like wing (removed).</li><li>6. Exterior siding of porcelain-enamel or stucco (removed here).<sup>vii</sup></li></ol>  <p>1918 W. 2nd Street, Odessa, Ector County. Distinguishing features: red-colored bands in the canopy and along the parapet wall, as well as relative broad and rounded corners of the canopy.</p> <p>Character-defining Features</p> <ol style="list-style-type: none"><li>1. Oblong Box with Canopy form and Streamline Moderne stylistic influences.</li><li>2. Flat roof over office/garage and canopy.</li><li>3. Brick-faced exterior finish.</li><li>4. Curved corners on canopy.</li><li>5. Three horizontal bands in Magnolia-branded shade of red evenly spaced in fascia of canopy; contrasts to the narrow bands of other companies, e.g., Gulf and Texaco, which are grouped together more closely.</li></ol> |  <p>3349 S. 1st Street, Abilene, Taylor County. Distinguishing features: although the form is typical of what most gas stations used at that time, this subtype has fixed panels in the transoms of the corner windows. By the early 1960s, the company abandoned red as the primary corporate color and began using blue instead, keeping red for the Pegasus company logo. Note: the checkered exterior color scheme presents a strong effect that visually overpowers the building's overall historic character; however, the building still retains most of the character-defining features that identify this building as a good example of this distinctive gas station subtype affiliated with the Mobil Oil Company of the early to mid-1960s.</p> <p>Character-defining Features:</p> <ol style="list-style-type: none"><li>1. Oblong Box with Canopy form with Modern stylistic influences.</li><li>2. Flat roof over office/garage and canopy.</li><li>3. Canopy extends over office roof.</li><li>4. Porcelain enamel exterior finish.</li><li>5. Multi-bay garage/service bays.</li><li>6. Corner windows with metal screen.</li></ol> |
|                     |   |   |  |  |

Table 9. Gas Station Company Affiliations by Time Period.

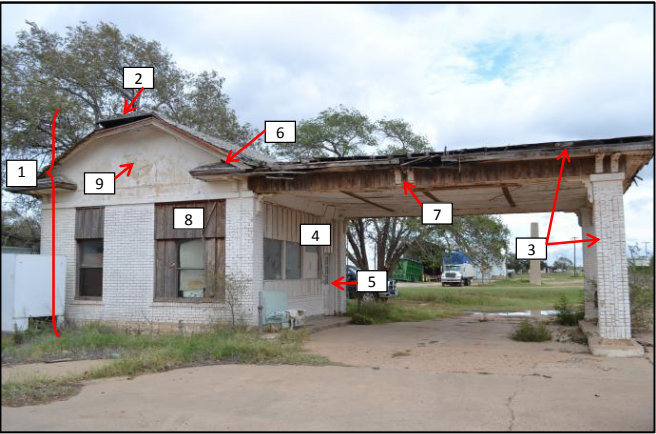
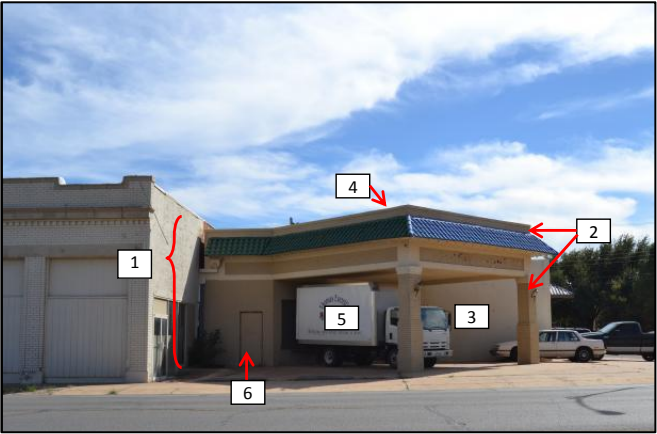
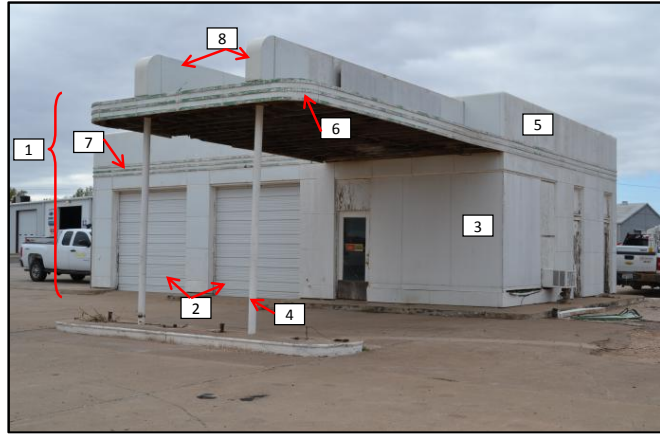

|                              | Initiation of the Highway System: 1917–1932   | Depression, Mobilization, and War: 1933–1944   | Postwar Road Expansion: 1945–1956   | Effects of the Interstate Highway System: 1957–1980  |
|------------------------------|---|--|---|--|
| Texas<br>Company<br>(Texaco) |  <p><i>W. Pacific Street at Kindred Street, Loraine, Mitchell County. Distinguishing features: clipped gabled roof, eave returns, and Craftsman-like detailing in the eaves.</i></p> <p>Character-defining Features:</p> <ol style="list-style-type: none"><li>1. House with Canopy form with Craftsman or Colonial Revival stylistic influences.</li><li>2. Clipped side-gabled roof extends over one-story brick-faced office; no garage bays.</li><li>3. Projecting canopy resting on box columns of brick construction.</li><li>4. Off-center single door and large glass show window on front.</li><li>5. Usually a single door to sales/office.</li><li>6. Eave returns in gable end.</li><li>7. Oversized brackets decorate the canopy roof line.</li><li>8. Multi-light windows on side elevations.</li><li>9. Typical location of company logo (although logo has been removed from this example).<sup>viii</sup></li></ol> |  <p><i>1149 S. 1st Street, Abilene, Taylor County. Distinguishing features: tiled pent roof and single-bay canopy with brick piers.</i></p> <p>Character-defining Features:</p> <ol style="list-style-type: none"><li>1. House with Canopy form with stucco or brick cladding; typically Mission or Spanish Eclectic stylistic influences (this example shows an angled orientation but other illustrations of this form are set at a right angle to the street).</li><li>2. A single-bay canopy projects from the office and rests on box columns; some examples feature an arched canopy.</li><li>3. No service bays.</li><li>4. Raised parapet extends above a tiled roof with a slight flair.</li><li>5. A single door is adjacent to storefront windows.</li><li>6. An additional entry is often located on the side elevation.</li></ol> |  <p><i>Intersection of E. Front Street at N. Beckman Street, Stanton, Martin County. Distinguishing features: noted industrial designer Walter Teague developed a series of gas station forms for the company in 1936. Although variations exist among the prototypes developed by Teague, this gas station form has Moderne-like stylistic influences as noted by the parallel rounded beams atop the canopy. These elements were used to display the company name “Texaco” that motorists could easily see from a distance. Other distinctive features include the green-colored horizontal bands in the parapet and office and garage/service bay area.</i></p> <p>Character-defining Features:</p> <ol style="list-style-type: none"><li>1. Oblong Box with Canopy form with Streamline Moderne stylistic influences.</li><li>2. Two service bays with large glazed overhead service doors (although the original glazed overhead doors in this example have been replaced with non-original metal overhead doors).</li><li>3. Large metal corner windows open to the display and service area (boarded in this example).</li><li>4. Small metal columns supporting the canopy.</li><li>5. White porcelain enamel steel panels on exterior (sometimes stucco or wood).</li><li>6. Rounded corners on the canopy.</li><li>7. Raised bands of trim around the building above the display area and service bay doors, sometimes in green.</li><li>8. Parallel rounded beams atop the canopy, providing a back-lighted space for signage.<sup>ix</sup></li></ol> |  <p><i>201 W. Division Street, Arlington, Tarrant County. Distinguishing features: low-slung, Mansard-like roof and stone veneer. Note: the application of the field stone veneer and installation of the mansards roofs was a common remodeling push that the company undertook during the late 1960s. Texaco targeted many older gas stations for such improvements to provide a warmer and fresher look and appearance. The use of a stone exterior finish contrasted to the porcelain enamel finish that had been so popular during the 1940s and 1950s.</i></p> <p>Character-defining Features:</p> <ol style="list-style-type: none"><li>1. Oblong Box with Canopy form or an Oblong Box with a Detached Canopy form with field stone veneer siding.</li><li>2. A distinctively shaped Mansard roof extends over both the oblong box and canopy; decorative gabled dormers are sometimes present, although not in this example.</li><li>3. Office includes large display windows.</li><li>4. Field stone veneer is a character-defining trait of this gas station form (note that the stone veneer of this gas station has been painted; otherwise, the color would have a soft, limestone-like, brown-and-beige tone).</li></ol> |

Table 9. Gas Station Company Affiliations by Time Period.

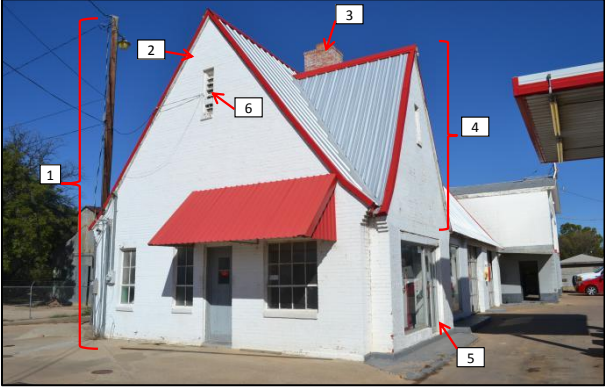
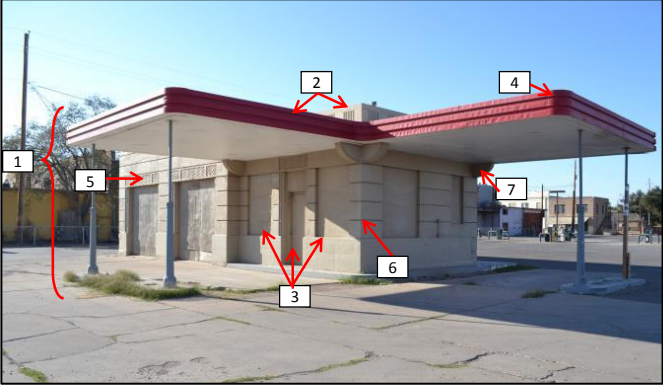


|                     | Initiation of the Highway System: 1917–1932  | Depression, Mobilization, and War: 1933–1944  | Postwar Road Expansion: 1945–1956   | Effects of the Interstate Highway System: 1957–1980  |
|---------------------|--|---|---|--|
| Conoco<br>(Marland) | <div></div> <p>US 180 at Old Caddo Road, Breckenridge, Stephens County.<br/><i>Distinguishing features: steeply pitched cross gabled roof, decorative interior chimney, and narrow vent windows in the gable ends.</i></p> <p>Character-defining Features:</p> <ol style="list-style-type: none"><li>1. House form; one-and-a-half story brick-faced office with one- or two-bay attached garage on side; this form typically lacks an attached canopy.</li><li>2. Steeply pitched, side-gabled roof indicative of the Tudor Revival movement.</li><li>3. Non-functioning interior brick chimney on the front side of side-gabled roof, near juncture with small front-facing gable; indicative of Tudor Revival movement.</li><li>4. Smaller front-gabled extension on primary façade.</li><li>5. Front entrance with off-center door and large display windows.</li><li>6. Narrow vent window in attic space and on front-facing gable end.</li></ol> | <div></div> <p>Intersection of W. 3rd Street at Cedar Street, Pecos, Reeves County.<br/><i>Distinguishing features: finely crafted Art Deco detailing, cantilevered canopies, and recessed horizontal bands in the canopy fascia.</i></p> <p>Character-defining Features:</p> <ol style="list-style-type: none"><li>1. Oblong Box with Canopy form with Art Deco stylistic influences.</li><li>2. Flat roof over building and canopies.</li><li>3. Central door and flanking display windows on primary façade.</li><li>4. Rounded corners and two horizontal bands on canopies.</li><li>5. Elaborate chevron-shaped detailing above garage bays indicative of Art Deco movement.</li><li>6. Bands of ribbed brickwork on brick-faced exterior adds to sense of grandeur and style.</li><li>7. Prominent brackets at corners.<sup>x</sup></li></ol> | <div></div> <p>3301 S. 1st Street, Abilene, Taylor County, constructed ca. 1950.</p> <p>Character-defining Features:</p> <ol style="list-style-type: none"><li>1. Oblong Box with Canopy form with Modern or International stylistic influences.</li><li>2. If present, a flat-roofed canopy rests on two columns and extends from the oblong box over the office and display area; sometimes the canopy is extended to provide two pumping islands to service more cars.</li><li>3. Double service bays.</li><li>4. Large glass display windows.</li><li>5. Row of large lights under canopy.</li></ol> | <div></div> <p>7272 Gaston Avenue, Dallas, Dallas County. <i>Distinguishing features: simple box form and canopy.</i></p> <p>Character-defining Features:</p> <ol style="list-style-type: none"><li>1. Oblong Box with Canopy form with Modern or International stylistic influences.</li><li>2. If present, a flat-roofed canopy rests on two metal poles and extends from the oblong box over the office and display area; sometimes the canopy is extended to provide two pumping islands to service more cars.</li><li>3. Single or double service bays.</li><li>4. Large glass display windows.<sup>xi</sup></li></ol> |

Table 9. Gas Station Company Affiliations by Time Period.

|          | Initiation of the Highway System: 1917–1932 | Depression, Mobilization, and War: 1933–1944  | Postwar Road Expansion: 1945–1956 | Effects of the Interstate Highway System: 1957–1980 |
|----------|---|---|-----------------------------------|---|
| Sinclair |   | <div></div> <p><i>Shell Station, US 180, Albany, Shackelford County. Distinguishing features: stucco exterior, use of green tile, and Spanish Eclectic stylistic features.</i></p> <p>Character-defining Features:</p> <ol style="list-style-type: none"><li>Oblong Box with Canopy form with Mission or Spanish Eclectic influences.</li><li>Pent roof typically covered in green tile.</li><li>Raised, slightly pedimented parapet on a truncated canopy that rests on square stucco columns.</li><li>Single or multiple service bays on one or multiple sides of the building.</li><li>Off-center door adjacent to large display windows, with fixed transoms over both.</li><li>Stucco exterior finish.</li><li>Decorative tile or other decorative elements located on the canopy.</li><li>Buttress-like motif at end of garage/service bay opening.<sup>xii</sup></li></ol> |                                   |   |

Table 9. Gas Station Company Affiliations by Time Period.

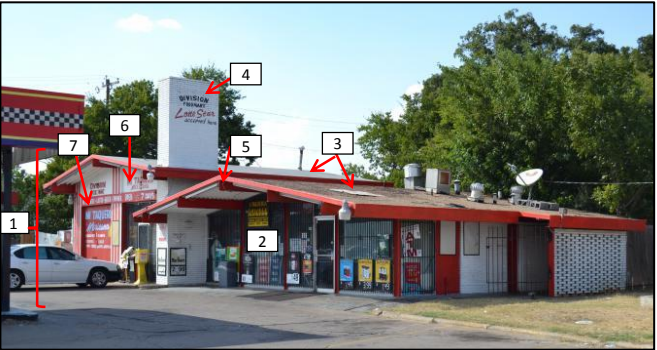
|       | Initiation of the Highway System: 1917–1932 | Depression, Mobilization, and War: 1933–1944 | Postwar Road Expansion: 1945–1956 | Effects of the Interstate Highway System: 1957–1980  |
|-------|---|--|-----------------------------------|--|
| Shell |   |  |                                   | <div></div> <p>Shell Station. 301 W. Division Street, Arlington, Tarrant County.<br/>Distinguishing features: low-pitched gabled roofs, exposed roof beams, and brick wall for signage.</p> <p>Character-defining Features:</p> <ol style="list-style-type: none"><li>1. House with Canopy form with a long and low building form with synthetic stone or brick veneer; typically with Ranch stylistic influences.</li><li>2. One-story office with large glass windows and a single-bay canopy.</li><li>3. A pair of gently sloping gable roofs with wood trim and highlights, one over the office and the other, higher roof over two service bays.</li><li>4. Masonry extension rises from gable roof and includes back-lit sign with Shell Oil logo; this feature helps to distinguish from other similar Ranch Style gas stations, such as those built by Humble and affiliated companies, e.g., Enco.</li><li>5. Broad, extended eaves and exposed beams.</li><li>6. Fixed transoms in gable ends.</li><li>7. Panel used to display company motto “Service is Our Business” in raised letters.<sup>xiii</sup></li></ol> |

Table 9. Gas Station Company Affiliations by Time Period.

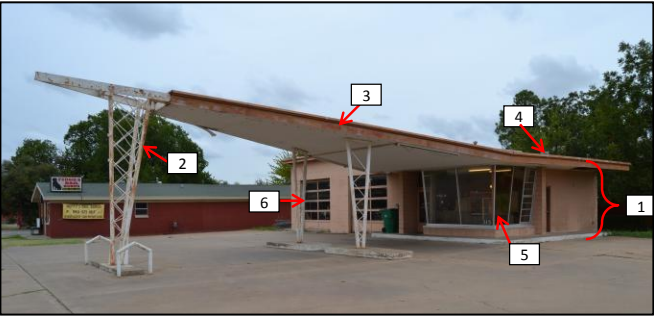
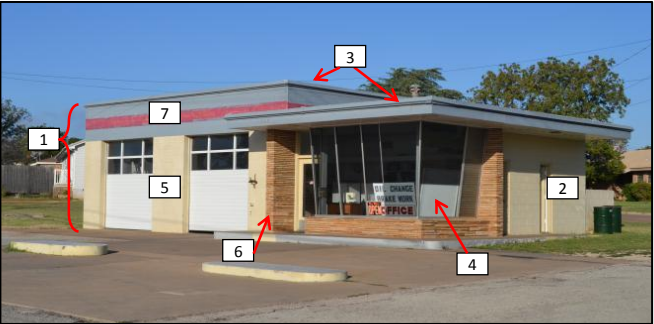
|             | Initiation of the Highway System: 1917–1932 | Depression, Mobilization, and War: 1933–1944 | Postwar Road Expansion: 1945–1956 | Effects of the Interstate Highway System: 1957–1980   |
|-------------|---|--|-----------------------------------|---|
| Phillips 66 |   |  |                                   | <div></div> <p><i>Phillips 66, 315 SW 1st Street, Mineral Wells, Palo Pinto County. Distinguishing features: upward sloping, triangular-shaped canopy and canted windows, known as the “New Look” or “Harlequin” design; attributed to architect Clarence Reinhardt.</i></p> <p>Character-defining Features:</p> <ol style="list-style-type: none"><li>1. Oblong Box with Canopy form.</li><li>2. Exposed metal support at apex of canopy; this metal support/column extended beyond the height of the canopy and was capped with lit sign in the shape of the distinctive Phillips 66 company shield.</li><li>3. A triangular canopy (or sometimes two canopies) extending from the office and projecting upward to a point.</li><li>4. Flat roof over office and service bays.</li><li>5. Office featuring large bays of squared glass doors and large slanted plate corner glass display windows.<sup>xiv</sup></li><li>6. Service bays were often angled away from the office (not present in this example).</li></ol> <div></div> <p><i>Phillips 66, 1609 E. Broadway Avenue, Sweetwater, Nolan County. Distinguishing features: canted windows; almost identical to the “New Look” form but it lacks the signature canopy.</i></p> <p>Character-defining Features:</p> <ol style="list-style-type: none"><li>1. Oblong Box with Canopy form.</li><li>2. CMU (concrete masonry unit).</li><li>3. Two-level flat roof over office and garage/service bays.</li><li>4. Canted display windows in office.</li><li>5. Broad surface between service bays; surface area used to paint distinctive red-and-white harlequin Phillips 66 color scheme.</li><li>6. Narrow brick wall extension from main body of building.</li><li>7. Applied parapet on front façade and canopy with recessed horizontal band in the middle.</li></ol> |

Table 9. Gas Station Company Affiliations by Time Period.

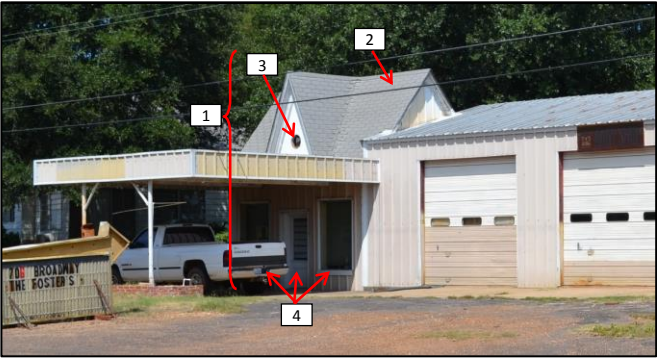

|                 | Initiation of the Highway System: 1917–1932 | Depression, Mobilization, and War: 1933–1944   | Postwar Road Expansion: 1945–1956 | Effects of the Interstate Highway System: 1957–1980   |
|-----------------|---|--|-----------------------------------|---|
| Cities Services |   | <div><p><i>Cities Services, 706 Broadway Avenue, Maud, Bowie County.</i><br/><i>Distinguishing features: steeply pitched cross-gabled roof, symmetrical front façade, and small ocular window in the front gable end. Note: this example is extensively modified and is not a particularly good or well-preserved example of this gas station subtype; however, this is the only extant example known along the Bankhead Highway. The metal garage addition to the side (east) and the metal-clad canopy diminish the building’s overall historic character and integrity.</i></p><p>Character-defining Features</p><ol style="list-style-type: none"><li>1. House form with Tudor Revival stylistic influences.</li><li>2. Steeply pitched cross-gabled roof.</li><li>3. Small ocular window in front gable end; a distinctive and character-defining element that identifies this subtype as a gas station affiliated with Cities Services.</li><li>4. Symmetrical front façade with central, single-door entrance and large display windows on either side.</li></ol></div> |                                   |   |
| Cosden          |   |  |                                   | <div><p><i>Cosden, 402 W. 3rd Street, Pecos, Reeves County.</i></p><p>Character-defining Features:</p><ol style="list-style-type: none"><li>1. Oblong Box with Canopy form with Modern stylistic influences.</li><li>2. Shed or flat roof over office and canopy.</li><li>3. Brick or concrete block exterior finish.</li><li>4. Front façade set back within extended eaves and wall extensions at corners.</li><li>5. Horizontality effect achieved through light configuration and elongated plan and extended eaves.</li><li>6. Bank of display windows on front façade.</li></ol></div> |

Table 9. Gas Station Company Affiliations by Time Period.


|               | Initiation of the Highway System: 1917–1932 | Depression, Mobilization, and War: 1933–1944 | Postwar Road Expansion: 1945–1956 | Effects of the Interstate Highway System: 1957–1980   |
|---------------|---|--|-----------------------------------|---|
| El Paso-Dixie |   |  |                                   | <div></div> <p><i>El Paso-Dixie Station, 1200 W. Front Street, Midland, Midland County.</i><br/><i>Distinguishing features: two-part flat roof and the vertical pier at the juncture of the office and garage/service bay.</i></p> <p>Character-defining Features:</p> <ol style="list-style-type: none"><li>1. Oblong Box with Canopy form.</li><li>2. Two-part massing with office that is at a lower height than the garage/service bays.</li><li>3. Flat roof over office, garage/service bays, and canopy.</li><li>4. Vertical pier at the juncture of the office and garage/service bay wing that includes a back-lit sign to display company logo.</li><li>5. Office with large display windows.</li><li>6. Broad wall service between the overhead doors of the garage/service bays.</li></ol> |

Table 10. Auto Dealership Subtypes by Time Period.

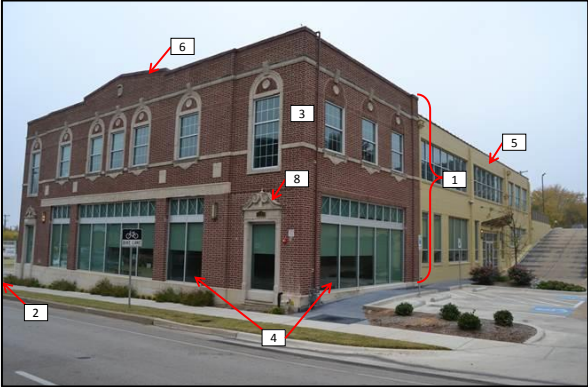



|                  | County Roads and the Good Roads Movement: 1880–1916 | Initiation of the Highway System: 1917–1932  | Depression, Mobilization, and War: 1933–1944  | Postwar Road Expansion: 1945–1956   | Effects of the Interstate Highway System: 1957–1980   |
|------------------|---|--|---|---|---|
| Auto Dealerships |   | <div><p><i>H.B. Ransom Motor Co., 1204 W. 7th St. Fort Worth, Tarrant County, constructed ca. 1920.</i></p><p>Character-defining Features:</p><ol style="list-style-type: none"><li>Two-Part Commercial Block form, similar to typical commercial architectural forms of the period.</li><li>Typically located within a commercial area, often on a prominent corner lot.</li><li>Steel-frame construction with masonry exterior finish and cast concrete detailing to allow a large, open interior showroom.</li><li>Large fixed display windows along front and side façade. (Windows have been replaced in this example.)</li><li>Service department and offices located at rear in utilitarian building.</li><li>Decorative parapet, a visual element used to catch the attention of the passerby, obscures a flat roof.</li><li>Large bay openings serving as vehicle entrances on secondary façades (not visible in this photo).</li><li>Front façade features primary entrance and distinctive architectural details consistent with the era of construction.</li></ol></div> | <div><p><i>J.P. "Punk" McNatt Motor Co., 2401 Johnson Street, Greenville, Hunt County, constructed ca. 1930.</i></p><p>Character-defining Features:</p><ol style="list-style-type: none"><li>One-Part Commercial Block form, similar to typical commercial architectural form of the period.</li><li>Typically located within a commercial area, often on a prominent corner lot.</li><li>Steel-frame construction with masonry exterior finish and metal panel along the frieze to allow a large, open interior showroom.</li><li>Large fixed display windows curve around front and side façade.</li><li>Service department and offices located at rear or side, in a more utilitarian portion of the building.</li><li>A flat roof topped by a circular tower, meant to draw attention to the passersby (this example only).</li><li>Large bay openings serving as vehicle entrances on secondary façades.</li><li>Architectural and stylistic embellishment consistent with the era of construction, in this case Moderne/Streamlined.</li></ol></div> | <div><p><i>Lincoln/Mercury Dealership, 420 E. 2nd Street, Odessa, Ector County, constructed ca. 1955.</i></p><p>Character-defining Features:</p><ol style="list-style-type: none"><li>Enframed Window Wall form with modest decorative elements.</li><li>Typically located within a commercial area, often on a prominent corner lot.</li><li>Reinforced concrete construction with masonry exterior finish to allow a large, open interior showroom.</li><li>Large fixed canted windows along the front façade allow for display.</li><li>Two-story flat roof over rear offices.</li><li>Service department and offices located at rear in utilitarian building.</li><li>Large bay openings serving as vehicle entrances on secondary façades (not visible in photo).</li><li>Architectural and stylistic embellishment consistent with the era of construction, in this case Modern/International Style.</li></ol></div> | <div><p><i>301 S. Garland Avenue, Garland, Dallas County, constructed ca. 1968.</i></p><p>Character-defining Features:</p><ol style="list-style-type: none"><li>Enframed Window Wall form with bold structural form rather than applied decorative elements.</li><li>Typically located within a commercial area, often on a prominent corner lot (not visible in photo).</li><li>Steel frame construction to allow a large, open interior showroom.</li><li>Showroom featuring large bays of slanted plate glass windows for display and large glass doors.</li><li>Sales offices located at rear of showroom in attached nondescript concrete block building.</li><li>Service department located at rear of parcel in separate utilitarian building (not visible in photo).</li><li>Large bay openings serving as vehicle entrances on secondary façades (not visible in photo).</li><li>Architectural and stylistic embellishment consistent with the era of construction, in this case Neo-Expressionism.</li></ol></div> |

Table 11. Auto Parts Stores Subtypes by Time Period.


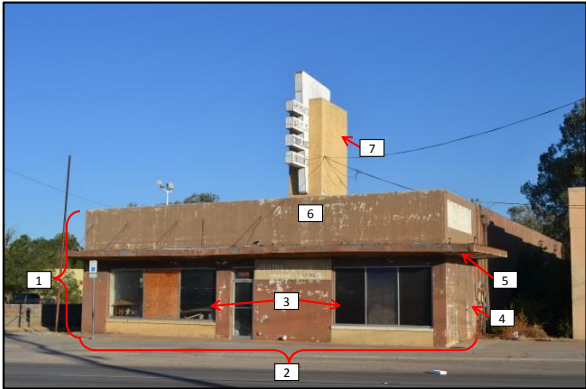
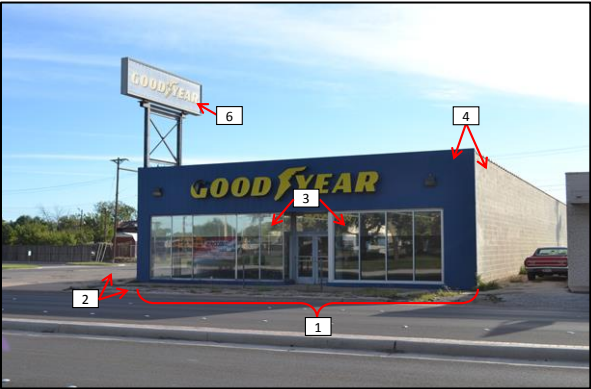
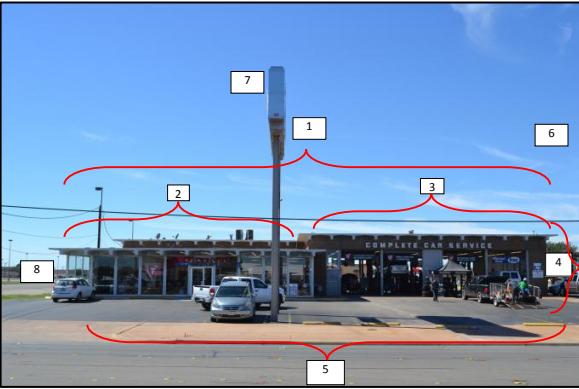
|                   | County Roads and the Good Roads Movement: 1880–1916 | Initiation of the Highway System: 1917–1932  | Depression, Mobilization, and War: 1933–1944   | Postwar Road Expansion: 1945–1956   | Effects of the Interstate Highway System: 1957–1980  |
|-------------------|---|--|--|---|--|
| Auto Parts Stores |   | <div></div> <p><i>Firestone auto parts store with Spanish Colonial Revival detailing, now an apartment leasing office, 1001 W. 7th Street, Fort Worth, Tarrant County, constructed ca. 1920.</i></p> <p>Character-defining Features:</p> <ol style="list-style-type: none"><li>1. One-Part Commercial Block form.</li><li>2. Prominent store front.</li><li>3. Service bays. Here, the original overhead doors have been replaced with fixed windows for adaptive reuse.</li><li>4. Masonry construction.</li><li>5. Located in a downtown area.</li><li>6. Signs located on and projecting from building.</li></ol> | <div></div> <p><i>Auto parts store, 1215 E. Broadway Avenue, Sweetwater, Nolan County, constructed ca. 1935.</i></p> <p>Character-defining Features:</p> <ol style="list-style-type: none"><li>1. One-Part Commercial Block form.</li><li>2. Prominent store front.</li><li>3. Large display windows.</li><li>4. Brick construction with stucco cladding.</li><li>5. Canopy present along the front façade.</li><li>6. Stylistic ornamentation characteristic of the era, in this case Art Deco.</li><li>7. Projecting signage from roof draws attention of passing motorist.</li></ol> | <div></div> <p><i>Goodyear auto parts store, 633 Pine Street, Abilene, Taylor County, constructed ca. 1955.</i></p> <p>Character-defining Features:</p> <ol style="list-style-type: none"><li>1. Enframed Window Wall form.</li><li>2. Prominent store front adjacent to roadway with side parking.</li><li>3. Large fixed windows along the front façade allow for display.</li><li>4. Concrete block construction with stucco finish on front façade.</li><li>5. Service bays with overhead doors located along the side of the building, adjacent to the parking lot (not visible in photo).</li><li>6. Projecting signage from roof draws attention of passing motorist.</li></ol> | <div></div> <p><i>Firestone auto parts store, 120 E. Pioneer Drive, Abilene, Taylor County, constructed ca. 1965.</i></p> <p>Character-defining Features:</p> <ol style="list-style-type: none"><li>1. Commercial Box form set back from street.</li><li>2. Prominent storefront.</li><li>3. Service bays with overhead doors.</li><li>4. Masonry construction with brick finish.</li><li>5. Parking in front of building.</li><li>6. Located on sprawling commercial strip.</li><li>7. Large sign located near street.</li><li>8. Modern stylistic influences.</li></ol> |

Table 12. Auto Parts Stores Subtypes by Time Period.


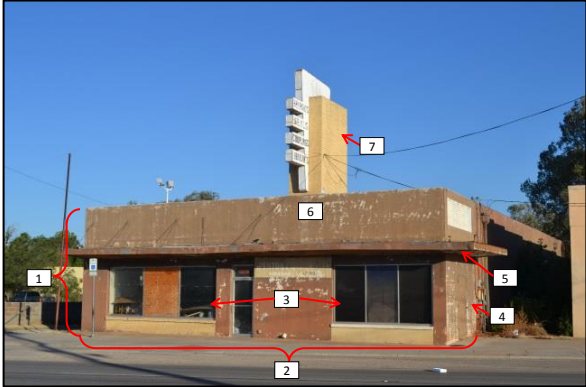
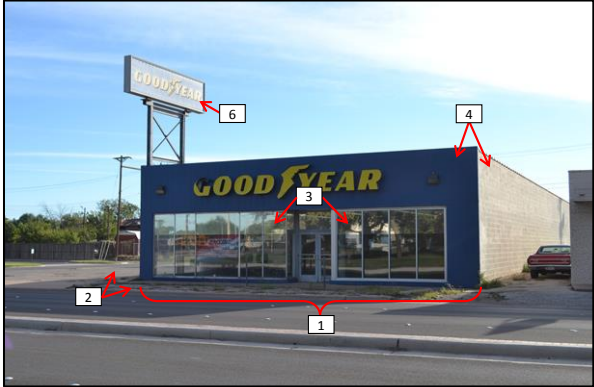
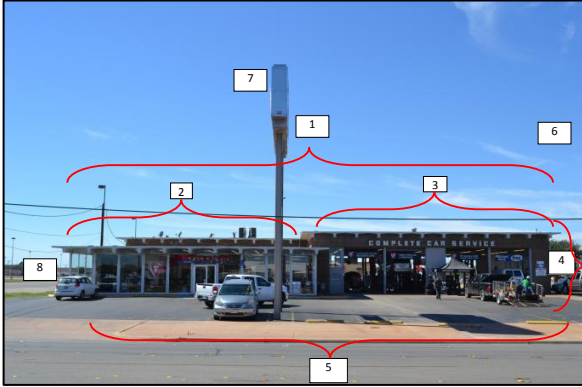
|                   | County Roads and the Good Roads Movement: 1880–1916 | Initiation of the Highway System: 1917–1932   | Depression, Mobilization, and War: 1933–1944  | Postwar Road Expansion: 1945–1956  | Effects of the Interstate Highway System: 1957–1980   |
|-------------------|---|---|---|--|---|
| Auto Parts Stores |   | <div></div> <p><i>Firestone auto parts store with Spanish Colonial Revival detailing, now an apartment leasing office, 1001 W. 7th Street, Fort Worth, Tarrant County, constructed ca. 1920.</i></p> <p>Character-defining Features:</p> <ul style="list-style-type: none"><li>7. One-Part Commercial Block form.</li><li>8. Prominent store front.</li><li>9. Service bays. Here, the original overhead doors have been replaced with fixed windows for adaptive reuse.</li><li>10. Masonry construction.</li><li>11. Located in a downtown area.</li><li>12. Signs located on and projecting from building.</li></ul> | <div></div> <p><i>Auto parts store, 1215 E. Broadway Avenue, Sweetwater, Nolan County, constructed ca. 1935.</i></p> <p>Character-defining Features:</p> <ul style="list-style-type: none"><li>8. One-Part Commercial Block form.</li><li>9. Prominent store front.</li><li>10. Large display windows.</li><li>11. Brick construction with stucco cladding.</li><li>12. Canopy present along the front façade.</li><li>13. Stylistic ornamentation characteristic of the era, in this case Art Deco.</li><li>14. Projecting signage from roof draws attention of passing motorist.</li></ul> | <div></div> <p><i>Goodyear auto parts store, 633 Pine Street, Abilene, Taylor County, constructed ca. 1955.</i></p> <p>Character-defining Features:</p> <ul style="list-style-type: none"><li>7. Enframed Window Wall form.</li><li>8. Prominent store front adjacent to roadway with side parking.</li><li>9. Large fixed windows along the front façade allow for display.</li><li>10. Concrete block construction with stucco finish on front façade.</li><li>11. Service bays with overhead doors located along the side of the building, adjacent to the parking lot (not visible in photo).</li><li>12. Projecting signage from roof draws attention of passing motorist.</li></ul> | <div></div> <p><i>Firestone auto parts store, 120 E. Pioneer Drive, Abilene, Taylor County, constructed ca. 1965.</i></p> <p>Character-defining Features:</p> <ul style="list-style-type: none"><li>9. Commercial Box form set back from street.</li><li>10. Prominent storefront.</li><li>11. Service bays with overhead doors.</li><li>12. Masonry construction with brick finish.</li><li>13. Parking in front of building.</li><li>14. Located on sprawling commercial strip.</li><li>15. Large sign located near street.</li><li>16. Modern stylistic influences.</li></ul> |

Table 13. Bus Station Subtypes by Time Period.


|              | County Roads and the Good Roads Movement: 1880–1916 | Initiation of the Highway System: 1917–1932 | Depression, Mobilization, and War: 1933–1944   | Postwar Road Expansion: 1945–1956 | Effects of the Interstate Highway System: 1957–1980 |
|--------------|---|---|--|-----------------------------------|---|
| Bus Stations |   |   | <div></div> <p><i>Greyhound Bus Station, 205 S. Lamar Street, Dallas, Dallas County, constructed ca. 1940.</i></p> <p>Character-defining Features:</p> <ol style="list-style-type: none"><li>1. Location along a main thoroughfare at a prominent intersection within the downtown area at the time of its construction.</li><li>2. Load-bearing masonry construction that incorporated glass block, typical of the Streamline/Moderne Style.</li><li>3. Large driveway, covered with a canopy, to accommodate bus passenger drop-off and pick-up (not visible in photo).</li><li>4. Prominent entrance, front lobby and ticket office exhibit large windows.</li><li>5. Use of a standard building design, in this case Moderne/Streamlined.</li><li>6. Projecting signage and the company logo announced the bus company to the traveling public.</li></ol> |                                   |   |

Table 14. Commercial Signage Subtypes by Time Period.

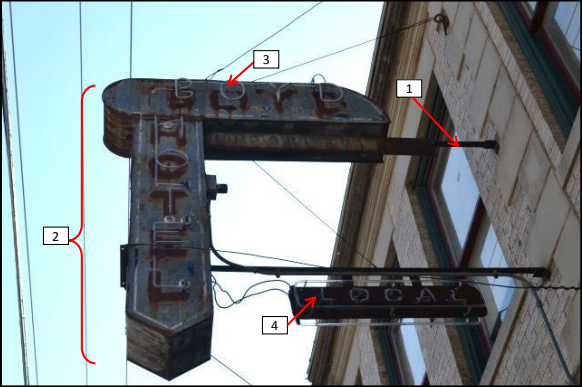
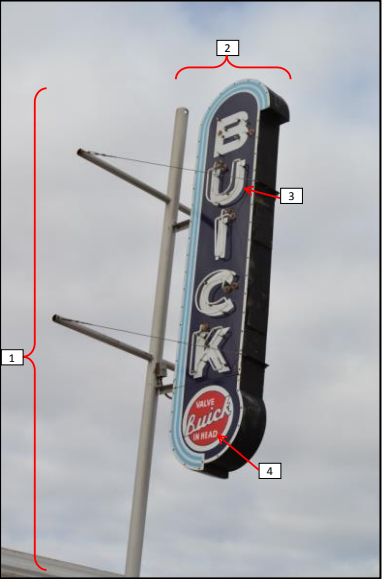
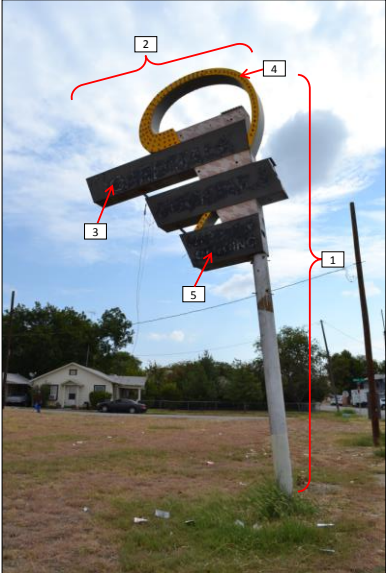

|                    | County Roads and the Good Roads Movement: 1880–1916 | Initiation of the Highway System: 1917–1932   | Depression, Mobilization, and War: 1933–1944   | Postwar Road Expansion: 1945–1956   | Effects of the Interstate Highway System: 1957–1980  |
|--------------------|---|---|--|---|--|
| Commercial Signage |   | <div></div> <p>Attached sign for the Boyd Hotel, 2936 Elm Street, Dallas, Dallas County, constructed in 1916.</p> <p>Character-defining Features:</p> <ol style="list-style-type: none"><li>1. Mounted perpendicular to the front façade of the building.</li><li>2. Large enough to be seen by passing motorists on the downtown city street, but not too large to overwhelm its surroundings.</li><li>3. Use of neon lettering to attract attention.</li><li>4. Separate, smaller neon sign highlights amenities.</li></ol> | <div></div> <p>Freestanding Buick sign, E. Front Street, Stanton, Martin County, constructed ca. 1935. Note that the extant associated building is not historic age.</p> <p>Character-defining Features:</p> <ol style="list-style-type: none"><li>1. Freestanding sign projecting from the top of a metal pole, located at corner of parcel at a prominent intersection.</li><li>2. Large enough to be seen by passing motorists. Would have been used in conjunction with additional signage mounted to or painted on historic building.</li><li>3. Use of neon lettering to attract attention.</li><li>4. Signage often contains company logo.</li></ol> | <div></div> <p>Freestanding commercial sign, 2475 E. Lancaster Avenue, Fort Worth, Tarrant County, constructed ca. 1950. Note that the associated building is no longer extant.</p> <p>Character-defining Features:</p> <ol style="list-style-type: none"><li>1. Freestanding sign mounted to the top of a metal pole, located adjacent to roadway.</li><li>2. Large enough to be seen by passing motorists. There likely would have been additional signage attached to the historic building.</li><li>3. Use of neon lettering to attract attention.</li><li>4. Signs often incorporate dynamic shapes with bright colors to attract attention of passing motorists.</li><li>5. Smaller sign highlights amenities and attractions.</li></ol> | <div></div> <p>Freestanding Caravan Motor Hotel sign, 908 E. Division Street, Arlington, Tarrant County, constructed ca. 1960.</p> <p>Character-defining Features:</p> <ol style="list-style-type: none"><li>1. Freestanding sign incorporating multiple metal poles into its design, located adjacent to roadway.</li><li>2. Very large scale, designed for visibility from the roadway and to grab the attention of the passing motorist.</li><li>3. Use of bright colors and fanciful lettering.</li><li>4. Sign often reflects the theme of the business it is advertising.</li><li>5. Smaller sign and marquee highlights amenities and attractions.</li></ol> |

Table 15. Drive-in Theater Subtypes by Time Period.





|                   | County Roads and the Good Roads Movement: 1880–1916 | Initiation of the Highway System: 1917–1932 | Depression, Mobilization, and War: 1933–1944 | Postwar Road Expansion: 1945–1956  | Effects of the Interstate Highway System: 1957–1980   |
|-------------------|---|---|--|--|---|
| Drive-in Theaters |   |   |  | <div><p>Drive-in Theater at 1450 Mineral Wells Highway in the vicinity of Weatherford, Parker County, constructed ca. 1950. Note that the original screen is no longer extant in this example. The screen is a key character-defining feature, and its loss negatively impacts the complex’s integrity of design, materials, feeling, and association, so that it no longer is eligible for the NRHP. Top photo by HHM. Bottom aerial photo from Google Maps.</p><ol style="list-style-type: none"><li>1. Screen no longer extant in this example.</li><li>2. Marquee located at entrance at street.</li><li>3. Outbuildings for ticket sales and concessions/bathrooms.</li><li>4. Large area for car parking in front of screen.</li><li>5. Located on the outskirts of town.</li><li>6. Circulation network that funnels and controls traffic coming on and off the highway, often with a one-way pattern.</li></ol></div> | <div><p>Drive-in Theater on IH 20 Business, west of the intersection with "Old Highway 80," Sweetwater, Nolan County, constructed ca. 1960. Top photo by HHM. Bottom aerial photo from Google Maps.</p><ol style="list-style-type: none"><li>1. Screen set-back from street and facing away from street.</li><li>2. Two-sided marquee located at entrance near highway.</li><li>3. Outbuildings for ticket sales and concessions/bathrooms.</li><li>4. Large area for car parking in front of screen.</li><li>5. Located on the outskirts of town.</li><li>6. Circulation network that funnels and controls traffic coming on and off the highway, often with a one-way pattern.</li></ol></div> |

Table 16. Entertainment Facility Subtypes by Time Period.


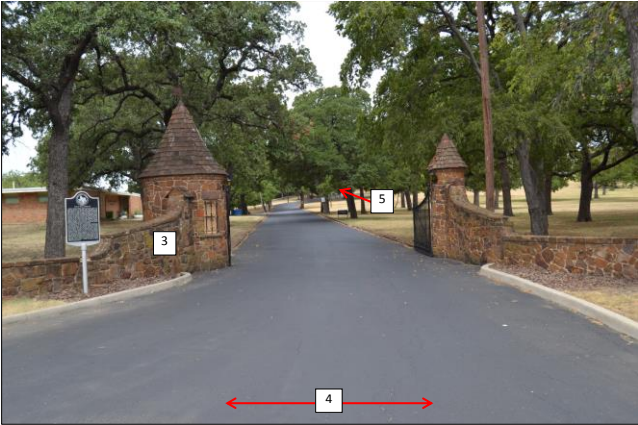
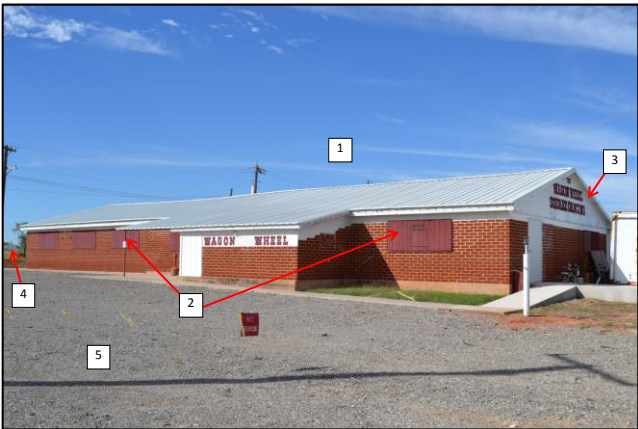

|                          | County Roads and the Good Roads Movement: 1880–1916 | Initiation of the Highway System: 1917–1932   | Depression, Mobilization, and War: 1933–1944 | Postwar Road Expansion: 1945–1956   | Effects of the Interstate Highway System: 1957–1980  |
|--------------------------|---|---|--|---|--|
| Entertainment Facilities |   | <div><p><i>Casino at Top O’ Hill Terrace, 3001 W. Division Street, Arlington, Tarrant County, constructed ca. 1920–ca. 1930. The photograph above shows the entrance gates. The historic photograph below shows the original casino, no longer extant. Although constructed as a home, it was altered by adding heavy shutters to conceal the windows, opening up a large space on the upper floor to serve as a restaurant and lounge, constructing a series of trap doors leading to game rooms in the basement, and digging a tunnel system. Source: (top) Photo by HHM; (bottom) Top O’ Hill Terrace, <a href="http://www.topohillterrace.com/casino/">http://www.topohillterrace.com/casino/</a> (accessed April 22, 2014).</i></p><ol style="list-style-type: none"><li>1. Open interior space that served as a restaurant and lounge, indicated from the exterior by a continuous gabled roof form.</li><li>2. Heavy shutters over windows to minimize natural light on the interior and provide privacy.</li><li>3. Early examples dating from the prohibition era of the 1920s and early 1930s lack signage. Gates and a long entrance driveway further emphasize privacy and minimize visibility.</li><li>4. Located on the outskirts of town.</li><li>5. Surface parking surrounds the building on all sides.</li></ol></div> |  | <div><p><i>Wagon Wheel Dance Hall, 1023 North Street, Tye, Taylor County, constructed in 1954. Note the long, continuous gabled roof form and heavy shutters over the windows. Photo by HHM.</i></p><ol style="list-style-type: none"><li>1. Open interior space for dancing, indicated from the exterior by a continuous gabled roof form.</li><li>2. Heavy shutters over windows to minimize natural light on the interior and provide privacy.</li><li>3. Signage mounted on the building.</li><li>4. Located on the outskirts of town.</li><li>5. Surface parking surrounds the building on all sides.</li></ol></div> | <div><p><i>Hi Ho Ballroom, 2315 W. Jefferson Street, Grand Prairie, Tarrant County, constructed in 1959. Note the long, continuous gabled roof form, shutters over the windows, and bold signage. Photo by HHM.</i></p><ol style="list-style-type: none"><li>1. Open interior space for dancing, indicated from the exterior by a continuous flat roof form.</li><li>2. Heavy shutters over windows to minimize natural light on the interior and provide privacy.</li><li>3. Signage both mounted on the building and freestanding.</li><li>4. Located on the outskirts of town.</li><li>5. Surface parking surrounds the building on all sides.</li></ol></div> |

Table 17. Fair Subtypes by Time Period.

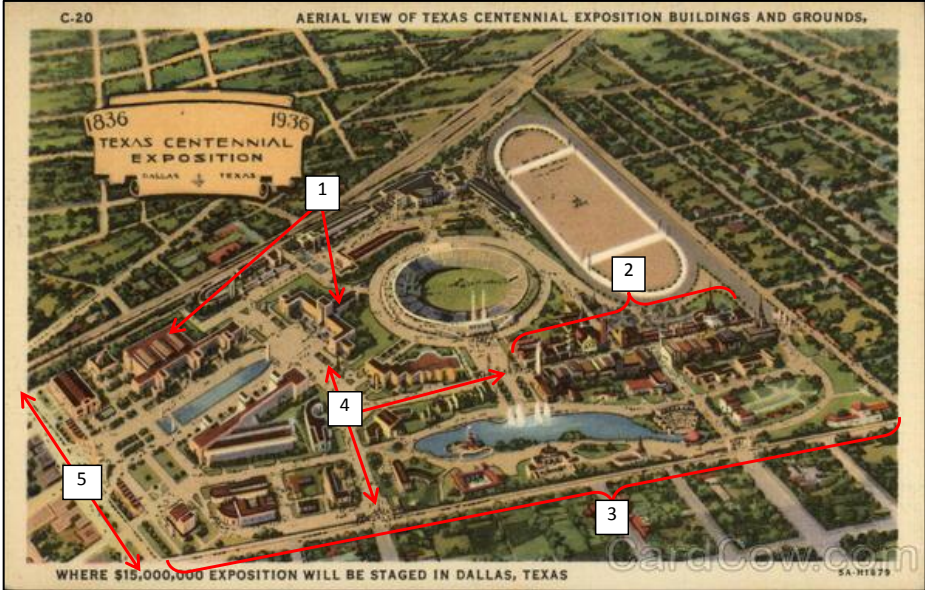
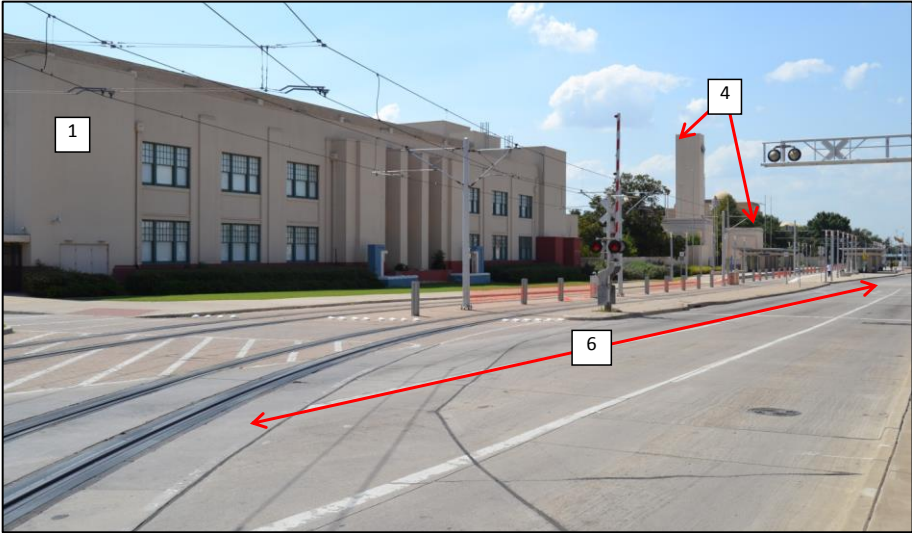
|       | County Roads and the Good Roads Movement: 1880–1916 | Initiation of the Highway System: 1917–1932 | Depression, Mobilization, and War: 1933–1944   | Postwar Road Expansion: 1945–1956 | Effects of the Interstate Highway System: 1957–1980 |
|-------|---|---|--|-----------------------------------|---|
| Fairs |   |   | <div><p><i>Fair Park, Parry Avenue, Dallas, Dallas County, constructed ca. 1936. The photograph above shows the boundaries of Fair Park in relationship to the historic route of the Bankhead Highway. The historic postcard below shows an aerial view of the Texas Centennial Exposition at Fair Park, ca. 1936. Source: (above) Photo by HHM; (below) Card Cow, <a href="http://www.cardcow.com/images/set527/card00650_fr.jpg">http://www.cardcow.com/images/set527/card00650_fr.jpg</a> (accessed March 13, 2014).</i></p><ul style="list-style-type: none"><li>7. Permanent buildings including pavilions and exhibition halls.</li><li>8. Temporary structures such as food trucks, amusement rides, and exhibition tents clustered along the midway.</li><li>9. Large tract of land.</li><li>10. Internal circulation network of roads and sidewalks.</li><li>11. Located along the highway at the edge of downtown in large urban area.</li></ul><p><i>Note:</i> Landscape features such as walls and gates delineating the property boundaries are not shown in postcard above.</p></div> |                                   |   |

Table 18. State Park Subtypes by Time Period.

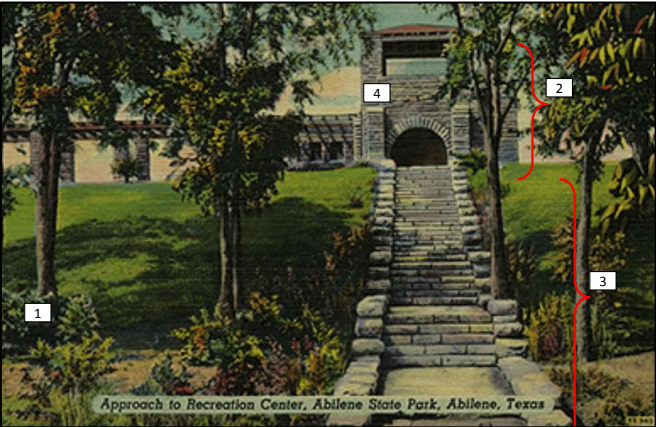
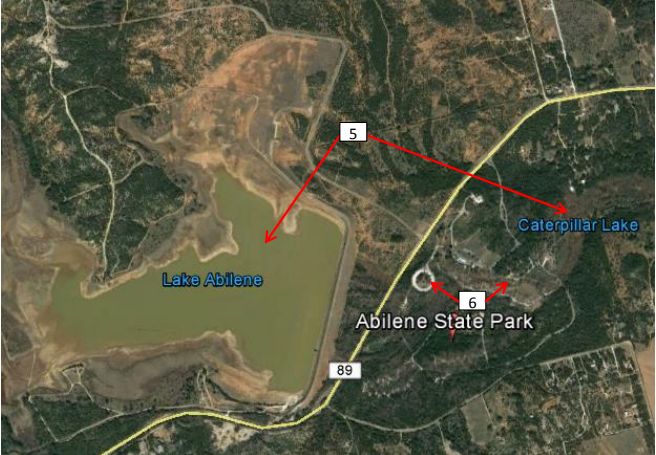
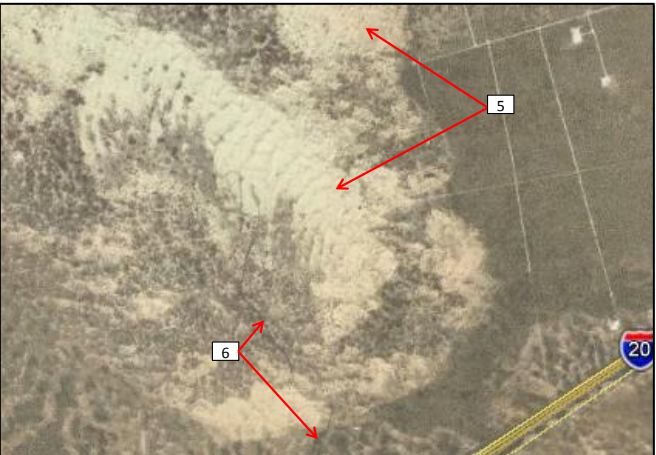

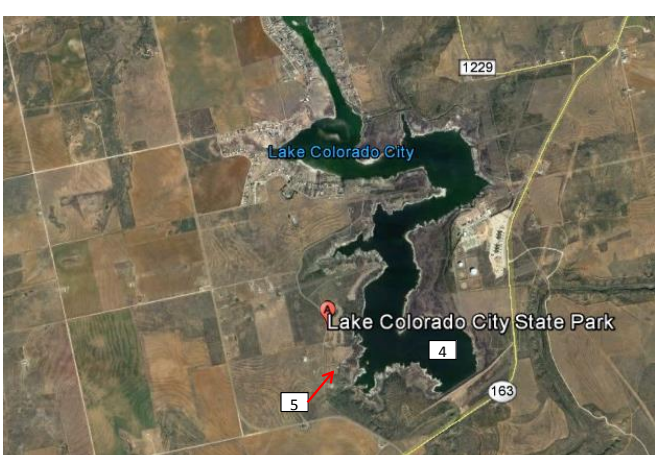

|             | County Roads and the Good Roads Movement: 1880–1916 | Initiation of the Highway System: 1917–1932 | Depression, Mobilization, and War: 1933–1944  | Postwar Road Expansion: 1945–1956  | Effects of the Interstate Highway System: 1957–1980   |
|-------------|---|---|---|--|---|
| State Parks |   |   | <div><p>Approach to Recreation Center, Abilene State Park, Abilene, Texas</p></div> <p>Abilene State Park, vicinity of Abilene, Taylor County, constructed by the CCC from 1933–1934. The postcard (top) shows the Recreation Hall and stairs leading down to Elm Creek, ca. 1941. The aerial photo (bottom) shows the park’s relationship to the road network and water. Source: (top) <i>The Look of Nature: Designing Texas State Parks During the Great Depression</i>, Texas Parks and Wildlife <a href="http://www.texascccparcs.org/archive/abilene-postcard-28/">http://www.texascccparcs.org/archive/abilene-postcard-28/</a> (accessed April 21, 2014); (bottom) Google Earth (accessed April 21, 2014).</p> <ol style="list-style-type: none"><li>1. Naturalistic setting.</li><li>2. Manmade structures to accommodate picnicking, camping, and other outdoor activities.</li><li>3. Landscape structures such as stairs, walls, terraces, and walkways are common among CCC-era examples.</li><li>4. Use of natural construction materials to blend with the surrounding landscape. During the 1930s, the CCC typically used permanent materials, especially stone.</li><li>5. Location near a natural feature, often a body of water.</li><li>6. Internal circulation network to accommodate automobiles, often in a loop pattern.</li></ol> | <div></div> <p>Monahans Sandhills State Park, vicinity of Monahans, Ward County, constructed from 1956–1957. The top photograph shows the visitor’s center, and the aerial photo (bottom) shows the park’s relationship to the highway. Source: (top) photo by HHM; (bottom) Google Earth (accessed April 21, 2014).</p> <ol style="list-style-type: none"><li>1. Naturalistic setting.</li><li>2. Manmade structure to accommodate visitors.</li><li>3. Landscape structures such as stairs, walls, terraces, and walkways, reminiscent of the CCC-era.</li><li>4. Combination of natural construction materials that blend with the surrounding landscape and modern construction materials such as glass and reinforced concrete. Here, International Style architectural influences are employed.</li><li>5. Location near a natural feature, here the sand dunes rather than a body of water.</li><li>6. Internal circulation network to accommodate automobiles, often in a loop pattern.</li></ol> | <div></div> <p>Lake Colorado City State Park, vicinity of Colorado City, Mitchell County, constructed from 1971–1972. The top photograph shows a sleeping cabin with a covered porch for picnicking, and the aerial photo (bottom) shows the park’s relationship to the highway and lake. Source: (top) <i>Distance between cities</i>, <a href="http://www.distancebetweencities.net/colorado-city_tx_and_ballinger_tx/photos">http://www.distancebetweencities.net/colorado-city_tx_and_ballinger_tx/photos</a> (accessed April 21, 2014); (bottom) Google Earth (accessed April 21, 2014).</p> <ol style="list-style-type: none"><li>1. Naturalistic setting.</li><li>2. Manmade structure to accommodate visitors.</li><li>3. Natural construction materials that blend with the surrounding landscape. Here, stone is used, but the architectural details are much more utilitarian than in earlier eras.</li><li>4. Location near a natural feature, often a body of water.</li><li>5. Internal circulation network to accommodate automobiles, often in a loop pattern.</li></ol> |

Table 19. Roadside Park Subtypes by Time Period.

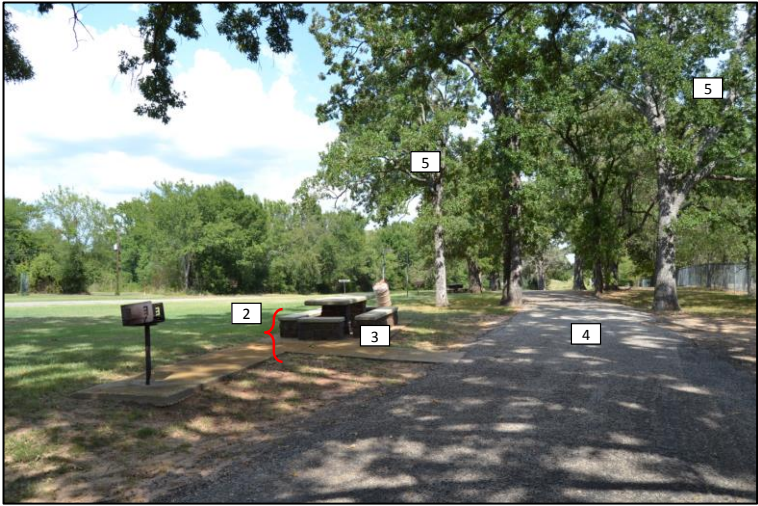
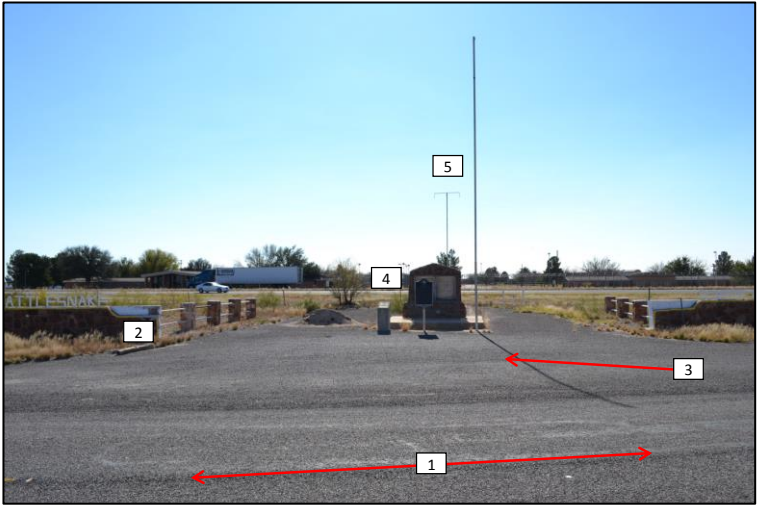

|                | County Roads and the Good Roads Movement: 1880–1916 | Initiation of the Highway System: 1917–1932 | Depression, Mobilization, and War: 1933–1944   | Postwar Road Expansion: 1945–1956   | Effects of the Interstate Highway System: 1957–1980  |
|----------------|---|---|--|---|--|
| Roadside Parks |   |   | <div><p>Roadside park along US 67 in the vicinity of Mount Vernon, Franklin County, constructed from 1939–1940. Photo by HHM.</p><ol style="list-style-type: none"><li>Location alongside the highway or frontage road (not visible in this photo).</li><li>Structures for picnicking.</li><li>Durable construction materials; here, stone and concrete.</li><li>Circulation pattern allowing easy access on and off of the highway.</li><li>Ornamental landscaping and tree plantings designed to provide an attractive appearance and to create shade.</li></ol></div> | <div><p>“Rattlesnake” Turnout located on SS 57 in the vicinity of Pyote, Ward County, constructed in 1945. Photo by HHM.</p><ol style="list-style-type: none"><li>Location alongside the highway or frontage road (not visible in this photo).</li><li>Durable construction materials; here, stone, concrete, and metal.</li><li>Circulation pattern allowing easy access on and off of the highway.</li><li>Markers and monuments often prominently located to attract passersby.</li></ol></div> | <div><p>Example of a comfort station at a roadside park located along westbound IH 20 in the vicinity of Santo, Palo Pinto County, constructed in. 1970. Since this rest area is located within the Interstate ROW and is not included on the exception list, it is not subject to Section 106 review. Photo by HHM.</p><ol style="list-style-type: none"><li>Location alongside the highway or frontage road (not visible in this photo).</li><li>Structures for picnicking (in background) and comfort stations, both of which are typical for roadside parks from the interstate highway era.</li><li>Durable construction materials; in this case, stone and metal.</li><li>Circulation pattern allowing easy access on and off of the highway.</li><li>Ornamental landscaping and tree plantings designed to provide an attractive appearance and to create shade.</li><li>Markers and monuments often prominently located to attract passersby (not visible in this photo).</li></ol></div> |

Table 20. Traffic Signs Subtypes by Time Period.

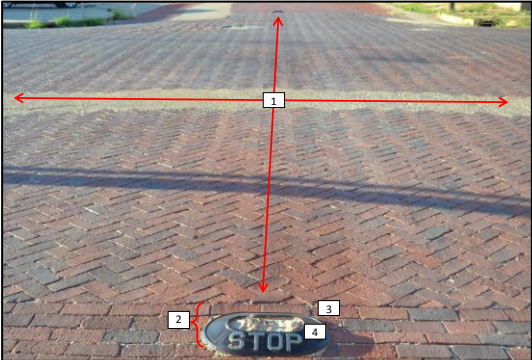
|               | County Roads and the Good Roads Movement: 1880–1916 | Initiation of the Highway System: 1917–1932  | Depression, Mobilization, and War: 1933–1944 | Postwar Road Expansion: 1945–1956 | Effects of the Interstate Highway System: 1957–1980 |
|---------------|---|--|--|-----------------------------------|---|
| Traffic Signs |   | <div></div> <p><i>Example of an embedded stop sign, W. Commerce Street at S. Mulberry Street, Eastland, Eastland County. Photo by HHM.</i></p> <p>Character-defining Features:</p> <ol style="list-style-type: none"><li>1. Location typically at busy intersections, often in downtowns or at the junction of two highways.</li><li>2. Embedded within the road, as sometimes found in examples dating from the 1920s.</li><li>3. Extant examples typically are constructed of metal.</li><li>4. Font and ornamental details reflect styles popular at the time.</li></ol> |  |                                   |   |

Table 21. Monument and Marker Subtypes by Time Period.

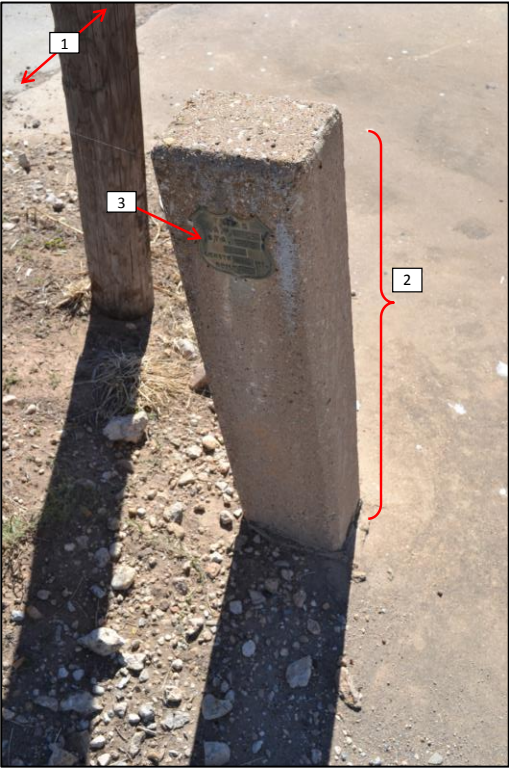
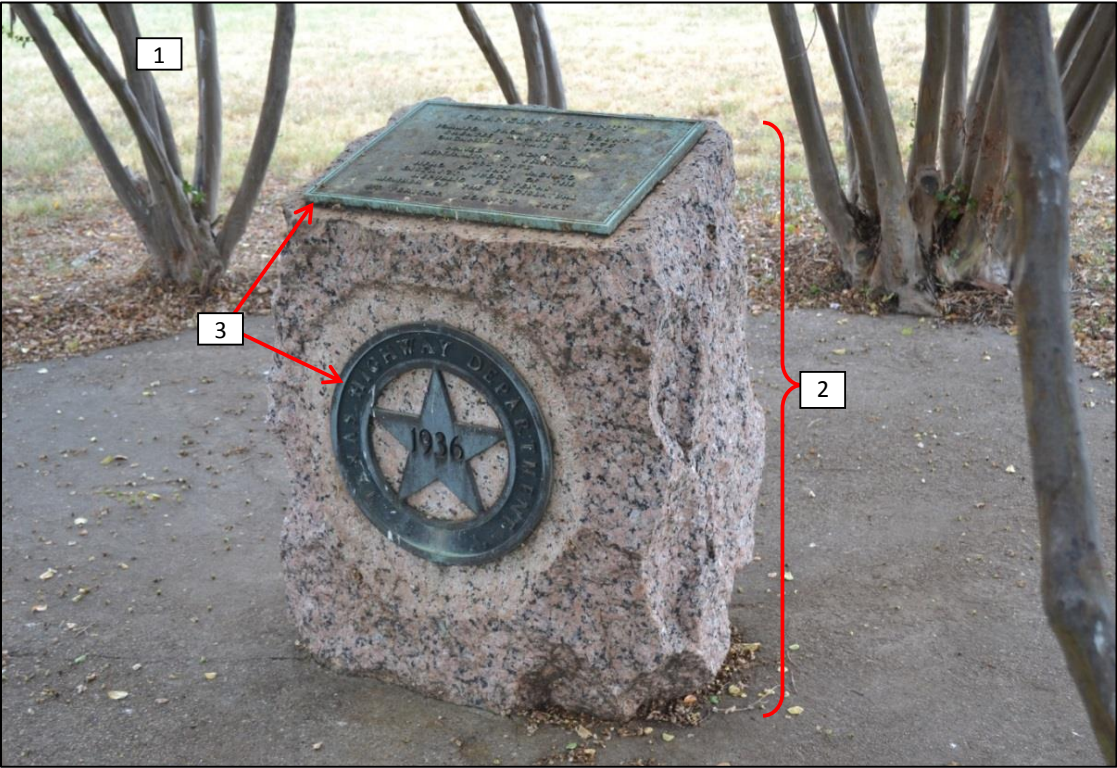
|                   | County Roads and the Good Roads Movement: 1880–1916 | Initiation of the Highway System: 1917–1932  | Depression, Mobilization, and War: 1933–1944   | Postwar Road Expansion: 1945–1956 | Effects of the Interstate Highway System: 1957–1980 |
|-------------------|---|--|--|-----------------------------------|---|
| Monuments/Markers |   | <div></div> <p><i>Federal Aid Project (FAP) Highway Marker, US 180 at N. Gregg Street, Albany, Shackelford County, erected 1929. Photo by HHM.</i></p> <p>Character-defining Features:</p> <ol style="list-style-type: none"><li>1. Located along the highway roadside, often hidden by overgrown vegetation and sometimes found on bridges.</li><li>2. Structures often take the form of a concrete or stone obelisk or block, often with a metal plaque.</li><li>3. Font and ornamental details reflect styles popular at the time.</li></ol> | <div></div> <p><i>Example of a Texas Centennial Marker, US 67 at intersection with SH 37, Mount Vernon, Franklin County, erected ca. 1936. Photo by HHM.</i></p> <p>Character-defining Features:</p> <ol style="list-style-type: none"><li>1. Located along the highway roadside, in a small, landscaped roadside area.</li><li>2. Structures often take the form of a concrete or stone obelisk or block, often with a metal plaque.</li><li>3. Font and ornamental details reflect styles popular at the time.</li></ol> |                                   |   |

Table 22. Roadway Segment Subtypes by Time Period.

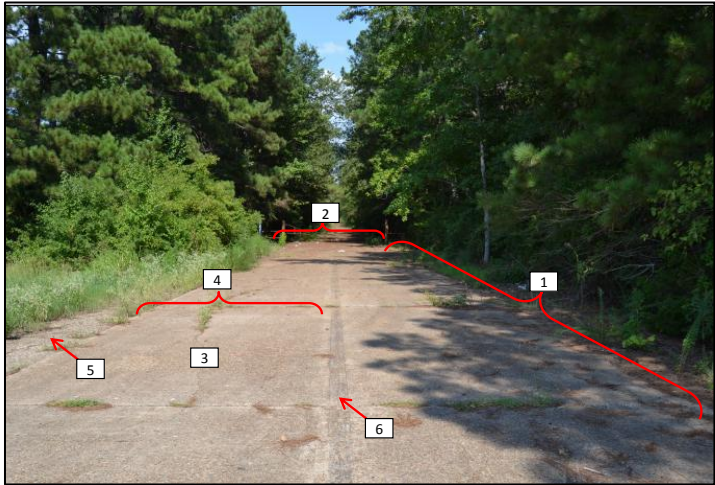
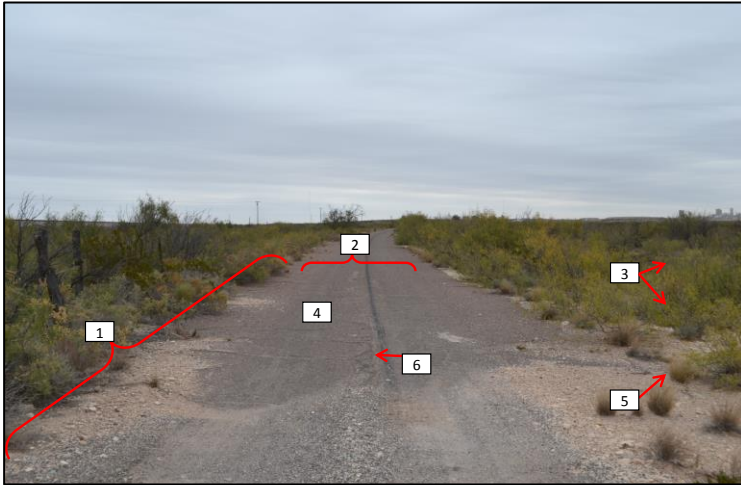
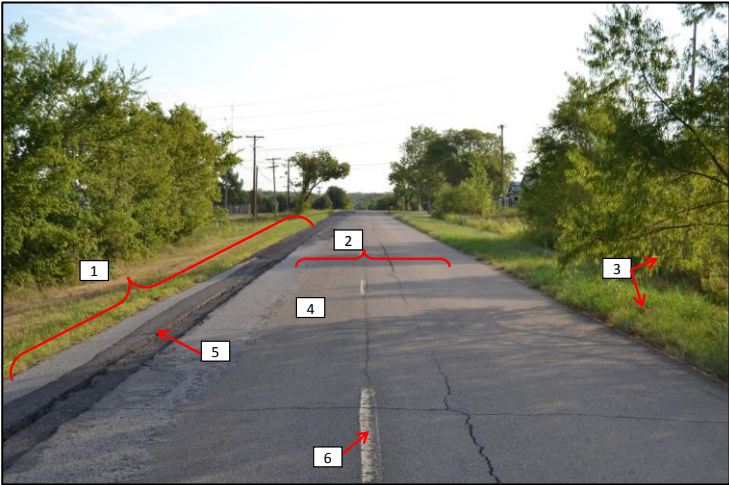
|                  | County Roads and the Good Roads Movement: 1880–1916 | Initiation of the Highway System: 1917–1932   | Depression, Mobilization, and War: 1933–1944   | Postwar Road Expansion: 1945–1956  | Effects of the Interstate Highway System: 1957–1980 |
|------------------|---|---|--|--|---|
| Roadway Segments |   | <div></div> <p>Roadway segment along Page Street, Redwater, Bowie County, constructed ca. 1920. Photo by HHM.</p> <p>Character-defining Features:</p> <ol style="list-style-type: none"><li>1. Shortest and most feasible route used.</li><li>2. Road width approximately 22 feet.</li><li>3. Paving consisting of concrete slabs.</li><li>4. A high-crown surface is used for drainage and joints for expansion and contraction of roadway materials.</li><li>5. Relatively narrow shoulders constructed of stable materials (such as asphalt or gravel).</li><li>6. Striping consists of a black line down the middle of the roadway.</li></ol> | <div></div> <p>Roadway segment along E. Avenue G, Penwell, Ector County, constructed ca. 1940. Photo by HHM.</p> <p>Character-defining Features:</p> <ol style="list-style-type: none"><li>1. Shortest and most feasible route used.</li><li>2. Road width approximately 22 feet.</li><li>3. Standard right-of-way with fencing.</li><li>4. Paving consisting of bituminous concrete (later known as asphalt).</li><li>5. Shoulders constructed of stable materials (such as asphalt or gravel).</li><li>6. Striping consists of a black line down the middle of the roadway.</li></ol> | <div></div> <p>Roadway segment along Oneal Street north of US 69, Vicinity of Greenville, Hunt County, constructed ca. 1946. This segment served as a spur providing a more direct route between downtown Greenville and US 69. Photo by HHM.</p> <p>Character-defining Features:</p> <ol style="list-style-type: none"><li>1. Shortest and most feasible route used.</li><li>2. Road width approximately 23 feet.</li><li>3. Standard right-of-way with fencing.</li><li>4. Paving consisting of bituminous concrete (later known as asphalt).</li><li>5. Broad shoulders constructed of stable materials (such as asphalt or gravel).</li><li>6. Striping consists of a broken white line down the middle of the roadway.</li></ol> |   |

Table 23. Curb Subtypes by Time Period.



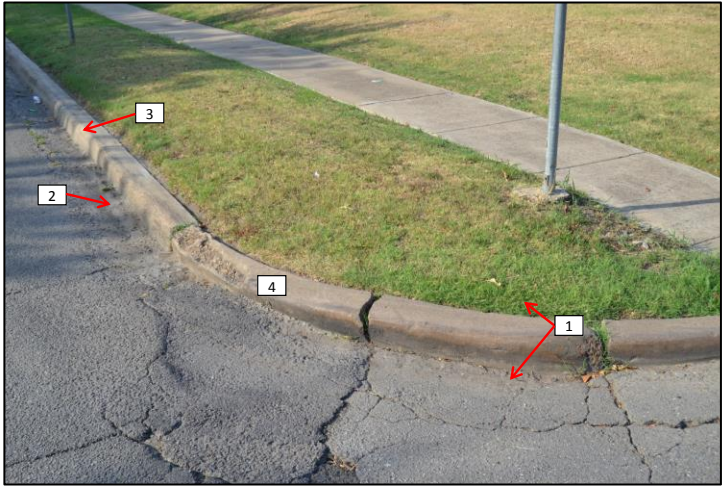
|       | County Roads and the Good Roads Movement: 1880–1916 | Initiation of the Highway System: 1917–1932  | Depression, Mobilization, and War: 1933–1944  | Postwar Road Expansion: 1945–1956   | Effects of the Interstate Highway System: 1957–1980 |
|-------|---|--|---|---|---|
| Curbs |   | <div></div> <p><i>Curb along W. 17th Street, Texarkana, Bowie County, constructed ca. 1920. Photo by HHM.</i></p> <p>Character-defining Features:</p> <ol style="list-style-type: none"><li>1. A raised edge where roadway meets sidewalk.</li><li>2. Guides water to drainage outlets.</li><li>3. Urban areas typically exhibit square curbs with 90-degree angles.</li><li>4. Constructed of concrete.</li></ol> | <div></div> <p><i>Curb along Palo Pinto Street, Fort Worth Tarrant County, constructed ca. 1934. Photo by HHM.</i></p> <p>Character-defining Features:</p> <ol style="list-style-type: none"><li>1. A raised edge where a roadway meets a grass-covered lawn/area.</li><li>2. Directs water to drainage outlets.</li><li>3. Slanted at an angle of approximately 45 degrees, despite location in urban area.</li><li>4. Constructed of concrete.</li></ol> | <div></div> <p><i>Curb along Wellington Street, Greenville, Hunt County, constructed ca. 1946. Photo by HHM.</i></p> <p>Character-defining Features:</p> <ol style="list-style-type: none"><li>1. A raised edge where a roadway meets a grass-cover strip or lawn.</li><li>2. Directs water to drainage outlets.</li><li>3. Urban areas typically exhibit square curbs with 90-degree angles.</li><li>4. Constructed of concrete; rounded corners to accommodate turning vehicles.</li></ol> |   |

Table 24. Median Subtypes by Time Period.


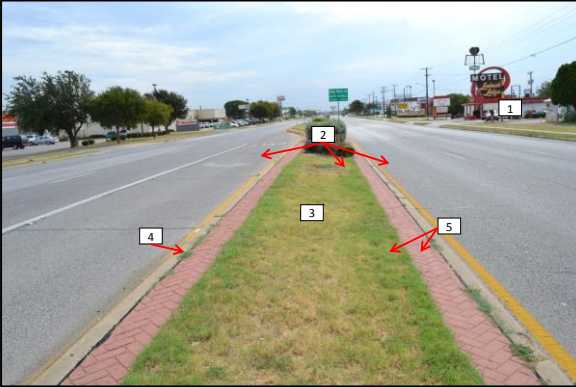


|         | County Roads and the Good Roads Movement: 1880–1916 | Initiation of the Highway System: 1917–1932   | Depression, Mobilization, and War: 1933–1944  | Postwar Road Expansion: 1945–1956  | Effects of the Interstate Highway System: 1957–1980  |
|---------|---|---|---|--|--|
| Medians |   | <div><p>Median along Jefferson Boulevard, Oak Cliff, Dallas, Dallas County. Photo by HHM.</p><p>Character-defining Features:</p><ol style="list-style-type: none"><li>1. Example of early median located in an urban area; originally used as railway for interurban rail that linked Oak Cliff with Dallas on the opposite side of the Trinity River.</li><li>2. Placed in center of road to separate traffic.</li><li>3. Vegetation consists of grass, trees, and shrubs.</li></ol></div> | <div><p>Camp Bowie Boulevard, Fort Worth, Tarrant County, constructed ca. 1935. Photo by HHM.</p><p>Character-defining Features:</p><ol style="list-style-type: none"><li>1. Early medians were typically located in urban areas.</li><li>2. Placed in center of road to separate traffic.</li><li>3. Former location of streetcar line, filled in with grass in 1930s.</li><li>4. Median is flush with surrounding pavement.</li><li>5. Median consists of grass and brick.</li></ol></div> | <div><p>Median along W. Jefferson Street, Grand Prairie, Tarrant County. Photo by HHM.</p><p>Character-defining Features:</p><ol style="list-style-type: none"><li>1. Early medians were typically located in urban areas.</li><li>2. Placed in center of road to separate traffic.</li><li>3. Slightly raised median with concrete curbing, with vegetation consisting of grass, trees, and shrubs.</li><li>4. Strategic placement of left turn lanes and other breaks to accommodate cross traffic flow</li></ol></div> | <div><p>Median along the IH 30 Frontage Road, Vicinity of Weaver, Hopkins County, Texas, constructed in 1962. Photo by HHM.</p><p>Character-defining Features:</p><ol style="list-style-type: none"><li>1. In later years, medians were constructed along major roadways in rural locations.</li><li>2. A distinctive characteristic of highway design during the Interstate Highway System-era, especially in rural areas.</li><li>3. Placed in center of road to separate traffic.</li><li>4. Four-lane roadways typically included medians that were at least 4-feet wide; vegetation consists of grass.</li></ol></div> |

Table 25. Typology of Bridges by Time Periods. Source: Historic Bridge Foundation, “A Context for Common Historic Bridge Types.” Photos by HHM.

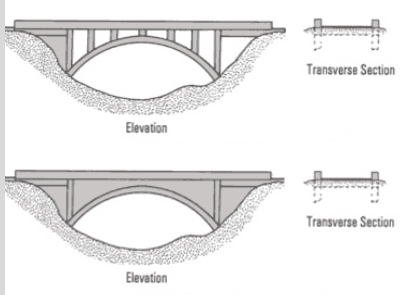


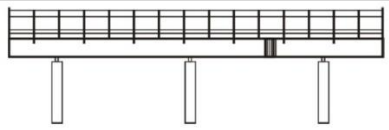




|  | County Roads and the Good Roads Movement: 1880–1916   | Initiation of the Highway System: 1917–1932   | Depression, Mobilization, and War: 1933–1944   | Postwar Road Expansion: 1945–1956   | Effects of the Interstate Highway System: 1957–1980   |
|--|---|---|--|---|---|
| <div>Arch Bridges-Open Spandrel and Closed Spandrel</div> <div></div> | <div></div> <div><i>Houston Street, Dallas, Dallas County, constructed in 1911.</i></div> <div>Character-defining Features:<ol style="list-style-type: none"><li>Superstructure consists of a closed-spandrel arch.</li><li>Constructed of reinforced concrete.</li><li>Located within an urban area.</li></ol></div> | <div></div> <div><i>W. Davis Street, Dallas, Dallas County, constructed in 1929.</i></div> <div>Character-defining Features:<ol style="list-style-type: none"><li>Superstructure consists of a closed-spandrel arch.</li><li>Constructed of reinforced concrete.</li><li>Located within an urban area.</li></ol></div>                                   |  |   |   |
| <div>Beam Bridges</div> <div></div>                                   |   | <div></div> <div><i>IH 20 Frontage Road, Ranger, Eastland County, Texas, constructed in 1923.</i></div> <div>Character-defining Features:<ol style="list-style-type: none"><li>Superstructure consists of I-shaped beams.</li><li>Shallow web due to standard one-piece fabrication in a factory.</li><li>Typically steel construction.</li></ol></div> | <div></div> <div><i>IH 20 Frontage Road W, Vicinity of Santo, Palo Pinto County, Texas, constructed in 1935.</i></div> <div>Character-defining Features:<ol style="list-style-type: none"><li>Superstructure consists of I-shaped beams.</li><li>Shallow web due to standard one-piece fabrication in a factory.</li><li>Typically steel construction.</li></ol></div> | <div></div> <div><i>East Highway 80, Abilene, Taylor County, constructed in 1951.</i></div> <div>Character-defining Features:<ol style="list-style-type: none"><li>Superstructure consists of I-shaped beams.</li><li>Shallow web due to standard one-piece fabrication in a factory.</li><li>Typically steel construction.</li></ol></div> | <div></div> <div><i>S. 1st Street, Abilene, Taylor County, constructed in 1957.</i></div> <div>Character-defining Features:<ol style="list-style-type: none"><li>Superstructure consists of I-shaped beams.</li><li>Shallow web due to standard one-piece fabrication in a factory.</li><li>Typically steel construction.</li></ol></div> |

Table 25. Typology of Bridges by Time Periods. Source: Historic Bridge Foundation, “A Context for Common Historic Bridge Types.” Photos by HHM.

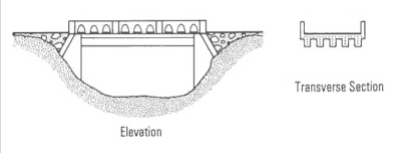





|   | County Roads and the Good Roads Movement: 1880–1916 | Initiation of the Highway System: 1917–1932   | Depression, Mobilization, and War: 1933–1944  | Postwar Road Expansion: 1945–1956   | Effects of the Interstate Highway System: 1957–1980   |
|---|---|---|---|---|---|
| <div><div>T-Beam Girder Bridges</div><div></div></div> |   | <div></div> <div><p>Loop 3070, Vicinity of Caddo, Stephens County, constructed in 1920.</p><p>Character-defining Features:</p><ol style="list-style-type: none"><li>1. Superstructure consists of three separate pieces to make an “I” shape by connecting the two flange pieces to the web.</li><li>2. Deep web since flange and web pieces constructed separately.</li><li>3. Typically concrete construction.</li></ol></div> | <div></div> <div><p>IH 20 Frontage Road W., Vicinity of Gordon, Palo Pinto County, Texas.</p><p>Character-defining Features:</p><ol style="list-style-type: none"><li>1. Superstructure consists of three separate pieces to make an “I” shape by connecting the two flange pieces to the web.</li><li>2. Deep web since flange and web pieces constructed separately.</li><li>3. Typically concrete construction.</li></ol></div> |   | <div></div> <div><p>IH 20 Frontage Road E., Vicinity of Thurber, Erath County, constructed in 1970.</p><p>Character-defining Features:</p><ol style="list-style-type: none"><li>1. Superstructure consists of three separate pieces to make an “I” shape by connecting the two flange pieces to the web.</li><li>2. Deep web since flange and web pieces constructed separately.</li><li>3. Typically concrete construction.</li></ol></div> |
| <div><div>Pan Form Girder Bridges</div></div>   |   |   |   | <div></div> <div><p>US 67, Vicinity of Naples, Morris County, constructed in 1956.</p><p>Character-defining Features:</p><ol style="list-style-type: none"><li>1. Superstructure consists of a series of parallel, small, repeating inverted “U” shapes that look like arches run longitudinally under the deck.</li><li>2. Typically concrete construction.</li></ol></div> | <div></div> <div><p>US 180, Mineral Wells, Palo Pinto County, constructed in 1961.</p><p>Character-defining Features:</p><ol style="list-style-type: none"><li>1. Superstructure consists of a series of parallel, small, repeating inverted “U” shapes that look like arches run longitudinally under the deck.</li><li>2. Typically concrete construction.</li></ol></div>   |

Table 25. Typology of Bridges by Time Periods. Source: Historic Bridge Foundation, “A Context for Common Historic Bridge Types.” Photos by HHM.

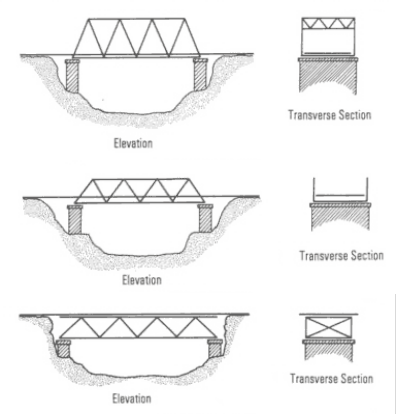

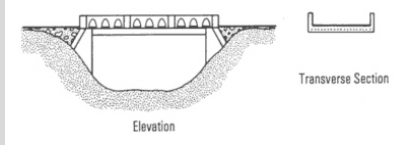




|   | County Roads and the Good Roads Movement: 1880–1916 | Initiation of the Highway System: 1917–1932  | Depression, Mobilization, and War: 1933–1944   | Postwar Road Expansion: 1945–1956   | Effects of the Interstate Highway System: 1957–1980   |
|---|---|--|--|---|---|
| <div>Truss-Through, Pony, and Deck Truss</div> <div></div> |   |  | <div></div> <div><i>IH 20 Frontage Road W., Vicinity of Millsap, Parker County, constructed in 1934.</i></div> <div>Character-defining Features:<ol style="list-style-type: none"><li>Superstructure consists of members associated in triangular shapes.</li><li>Typically constructed of metal.</li></ol></div> |   |   |
| <div>Slab Bridges</div> <div></div>                        |   | <div></div> <div><i>CR 4112, Vicinity of Campbell, Hunt County, constructed in 1925.</i></div> <div>Character-defining Features:<ol style="list-style-type: none"><li>Superstructure consists of a solid piece of concrete laid across a depression.</li></ol></div> | <div></div> <div><i>FM 899, Mount Pleasant, Titus County, constructed in 1935.</i></div> <div>Character-defining Features:<ol style="list-style-type: none"><li>Superstructure consists of a solid piece of concrete laid across a depression.</li></ol></div>   | <div></div> <div><i>W. Division Street, Arlington, Tarrant County, constructed in 1947.</i></div> <div>Character-defining Features:<ol style="list-style-type: none"><li>Superstructure consists of a solid piece of concrete laid across a depression.</li></ol></div> | <div></div> <div><i>W. Davis Street, Grand Prairie, Dallas County, constructed in 1967.</i></div> <div>Character-defining Features:<ol style="list-style-type: none"><li>Superstructure consists of a solid piece of concrete laid across a depression.</li></ol></div> |

Table 26. Culvert Subtypes by Time Period.

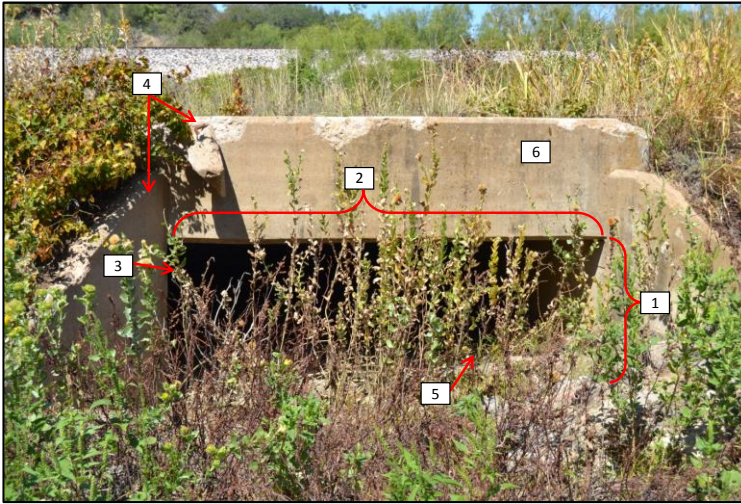
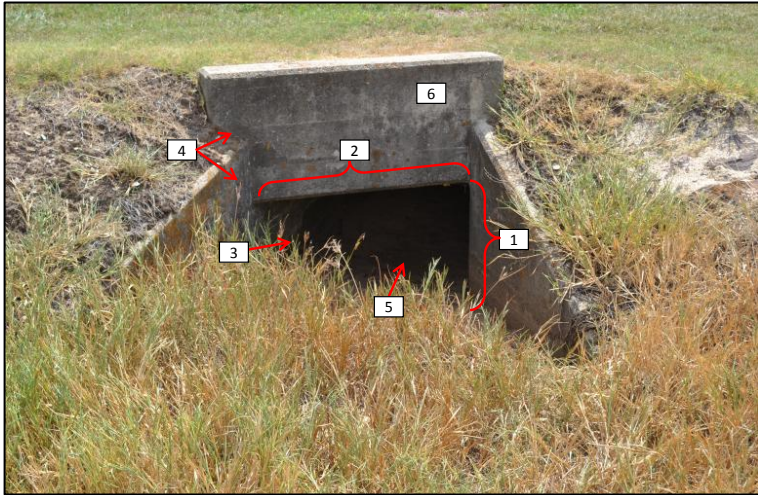
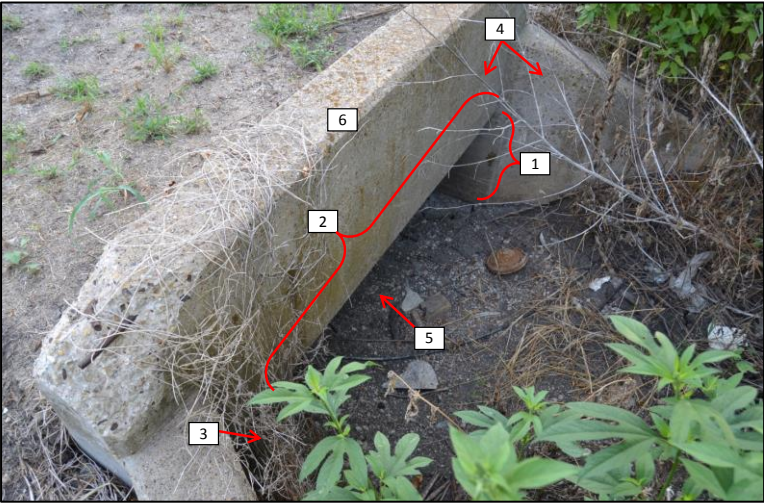
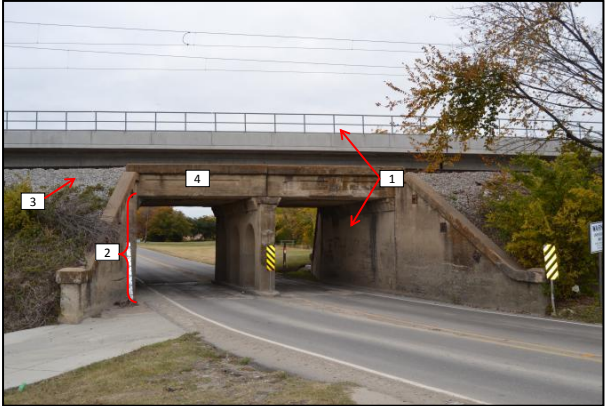



|          | County Roads and the Good Roads Movement: 1880–1916 | Initiation of the Highway System: 1917–1932   | Depression, Mobilization, and War: 1933–1944   | Postwar Road Expansion: 1945–1956  | Effects of the Interstate Highway System: 1957–1980 |
|----------|---|---|--|--|---|
| Culverts |   | <div></div> <p><i>Culvert on Old Highway 80, Ranger, Eastland County, constructed ca. 1920. Photo by HHM.</i></p> <p>Character-defining Features:</p> <ol style="list-style-type: none"><li>1. Box-shaped structure.</li><li>2. Measures less than 20 feet long.</li><li>3. Typically consists of a single span.</li><li>4. Consists of a head wall and wing walls.</li><li>5. Often features a floor that lines the channel.</li><li>6. Concrete construction.</li></ol> | <div></div> <p><i>Culvert on US 67, Vicinity of Winfield, Titus County, constructed ca. 1935. Photo by HHM.</i></p> <p>Character-defining Features:</p> <ol style="list-style-type: none"><li>1. Box-shaped structure.</li><li>2. Measures less than 20 feet long.</li><li>3. Typically consists of a single span.</li><li>4. Consists of a head wall and wing walls.</li><li>5. Often features a floor that lines the channel.</li><li>6. Concrete construction.</li></ol> | <div></div> <p><i>Culvert on Oneal Street, Vicinity of Greenville, Hunt County, constructed ca. 1946. Photo by HHM.</i></p> <p>Character-defining Features:</p> <ol style="list-style-type: none"><li>1. Box-shaped structure.</li><li>2. Measures less than 20 feet long.</li><li>3. Typically consists of a single span.</li><li>4. Consists of a head wall and wing walls.</li><li>5. Often features a floor that lines the channel.</li><li>6. Concrete construction.</li></ol> |   |

Table 27. Grade-separation Structures by Time Period.

|                             | County Roads and the Good Roads Movement: 1880–1916 | Initiation of the Highway System: 1917–1932  | Depression, Mobilization, and War: 1933–1944   | Postwar Road Expansion: 1945–1956   | Effects of the Interstate Highway System: 1957–1980   |
|-----------------------------|---|--|--|---|---|
| Grade-separation Structures |   | <div></div> <p><i>Grade-separation structure on Main Street, Rowlett, Dallas County, constructed in 1922. Photo by HHM.</i></p> <p>Character-defining Features:</p> <ol style="list-style-type: none"><li>1. Carries traffic under a railroad.</li><li>2. High vertical clearance.</li><li>3. Bridge approaches built-up with fill material.</li><li>4. Concrete construction.</li></ol> | <div></div> <p><i>Grade-separation structure on W. 7th Street, Texarkana, Bowie County, constructed in 1934. Photo by HHM.</i></p> <p>Character-defining Features:</p> <ol style="list-style-type: none"><li>1. Carries traffic under a railroad.</li><li>2. High vertical clearance.</li><li>3. Bridge approaches built-up with fill material.</li><li>4. Concrete and metal construction.</li></ol> | <div></div> <p><i>Grade-separation structure on W. Front Street, Midland, Midland County, constructed in 1954. Photo by HHM.</i></p> <p>Character-defining Features:</p> <ol style="list-style-type: none"><li>1. Carries traffic over a crossing road.</li><li>2. At least 14-feet in vertical clearance over the crossing road.</li><li>3. Bridge approaches constructed of concrete.</li><li>4. Aesthetically pleasing structure of concrete and metal.</li></ol> | <div></div> <p><i>Grade-separation structure on Paisano Drive, El Paso, El Paso County, constructed in 1961. Photo by HHM.</i></p> <p>Character-defining Features:</p> <ol style="list-style-type: none"><li>1. Carries traffic over a railroad.</li><li>2. High vertical clearance.</li><li>3. Bridge approaches built-up with fill material.</li><li>4. Reinforced concrete girder construction.</li></ol> |

<sup>i</sup> Jakle and Sculle, *Gas Station*, 155.I.

<sup>ii</sup> Ibid., 87.

<sup>iii</sup> Jones, *Field Guide*, 53.

<sup>iv</sup> Jones, *Field Guide*, 53.

<sup>v</sup> Jones, *Field Guide*, 53.

<sup>vi</sup> Ibid., 26.

<sup>vii</sup> Ibid., 73.

<sup>viii</sup> Jones, *Field Guide*, 43.

<sup>ix</sup> Jones, *Field Guide*, 61.

<sup>x</sup> Ibid., 51.

<sup>xi</sup> Ibid., 85.

<sup>xii</sup> Ibid., 59.

<sup>xiii</sup> Ibid.

<sup>xiv</sup> Ibid., 90.